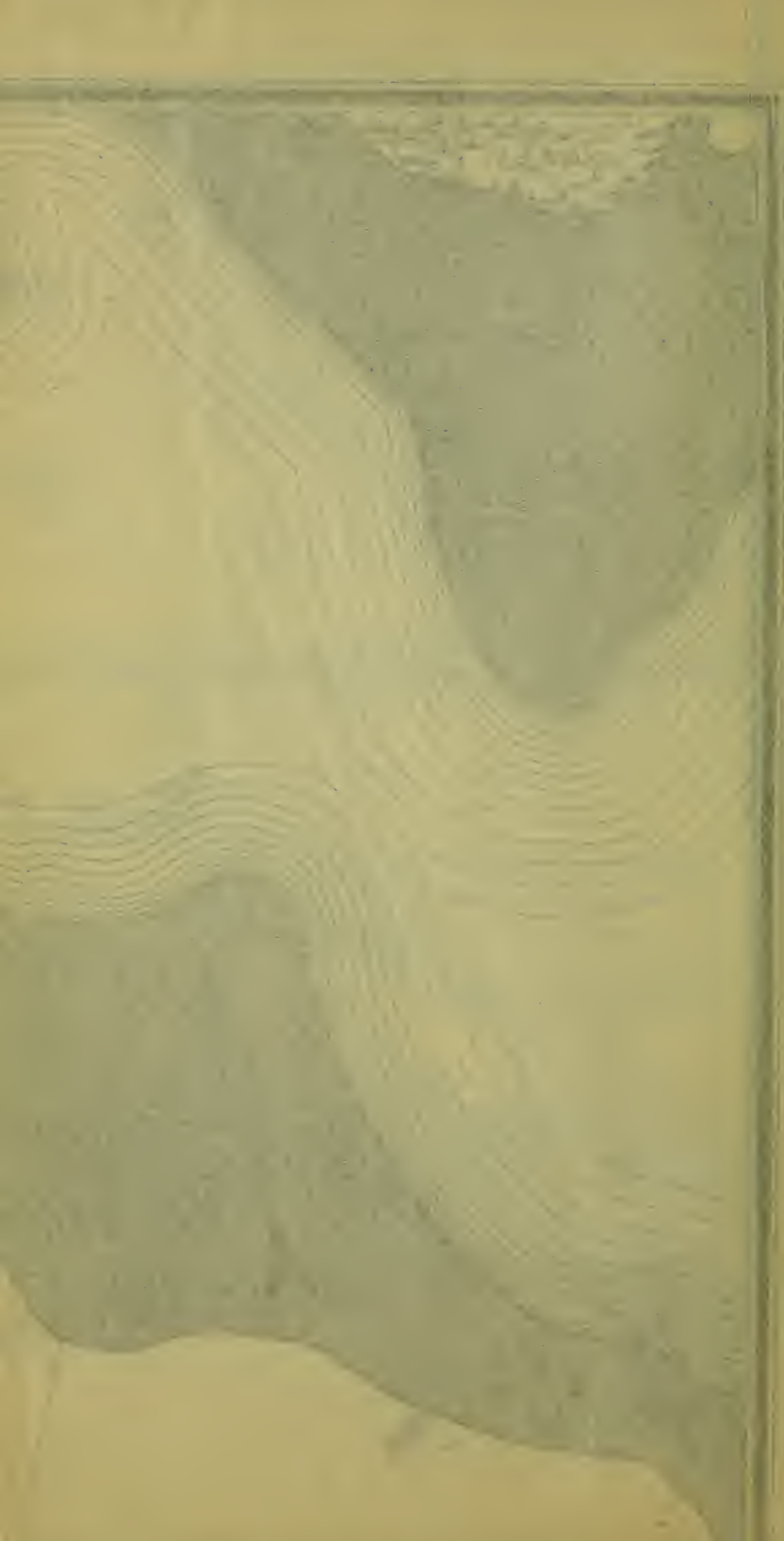
HISTORICAL MAP .. CHARLESTON
1670-1883
OWNERS ACRES
A. Sr Jno Yeamans Land Cont. 70
B. Lands to be divided betwixt Sr Jno Yeamans and Tho Grey 160
C. Mr Tho Grey and Mr Jno Flowers Land 150
D. Tho Eyres Land Cont 60
E. Teague Land 20
F. Oliver Spencers Land Cont 30
G. Mr Joseph Dowdens 30
H. Cap Gyles Hall's land 20
I. Land taken up by Samuel Basnett Jno Hanson, and Henry Hood and others 100
K. Mr Lacy's not defined 100
L. The Rev'd Mr Willoughby Lord Ashley Sr Jno Yeamans Land and S. Peter Colleton Lands 420
M. Mr Jno Maverick & Comp 255
N. Cap Robert Danners Land 60
O. Cap Joseph West Land Cont. 200
P. Cap Jno Berrington 110
Q. Mr Tho Ingrams Land Cont 150
S. Jno Stilman Comp 100
R. Land reserved for a Town & marsh belonging to Albemarle Point not taken up as yet
T. Mr Tho Woodward Comp 100
V. Mr Will Owen Land 60
The Water lotted and Town written on it Land called Ashleys high Land well water Broken marshes Cont. Land adjoining to the Town Cap Wm Hall. Mr Wm Owen Thos Land for a Church Yard 2
Land 2109.
W. Mr Jno Hutchinson Mr Jno Culpepper Cont. 600
X. Mr Maurice Mathews Cap Henry Brayne Mr Stephen Bull Mr Wm Carteret 150
Y. Mr Joseph Bellamy Land 50
Z. Mr Thos Hutton 100
Three Indian villages and other settlements
Brought where Town made near Ashley River
Brought to Albemarle Point
Completed Land
Remained the same
INDIGO
MODEL
OF
ALBEMARLE POINT.
at the confluence of Ashley River and Wappoo Creek the site of the first settlement under Governor Wilkins Sept. 1670. with location of original lots from a plan in the collections of Shaftsbury's papers in the possession of the Council.
MAP .. CHARLESTON
and its vicinity showing the original settlement of 1670 at ALBEMARLE POINT. The PRESENT POINT Settlement of 1680 and subsequent extensions of Charleston
prepared to accompany Mayor Courtenay's Centennial Address August D. 1883
ASHLEY RIVER
WAPPOO CREEK
COOPER RIVER
HAMPTON PARK
1
2
3
4
5
6
7
8
9
10
11
12

From an original Map in the Library of Mr Courtenay. Charlestown S.C.



Charleston, S.C.
"

1670.

1783.

THE CENTENNIAL

OF

INCORPORATION.

1883.

F279
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FAC-SIMILE OF THE MEDAL STRUCK AT THE UNITED STATES MINT, PHILADELPHIA,

TO COMMEMORATE THE CENTENNIAL OF THE INCORPORATION OF THE CITY OF CHARLESTON, AUGUST 13th, 1883.

26584
.02

THE CENTENNIAL ADDRESS.

PREFACE.

The preparation of an Address to be delivered on the One Hundredth Anniversary of the incorporation of the City of Charleston, 13th of August, 1883, was undertaken, at short notice, with a desire to use the occasion in directing public attention to the need of a connected and complete history of the city from the time of its settlement. The leisure which I could command, in the face of my public and commercial engagements, was necessarily limited, and I speedily realized that I could not hope to do more than present in the Address a few of the many interesting matters connected with Charleston's foundation, rise and progress. The impressions derived from desultory reading during a number of years were confirmed by the closer examination which was undertaken for the purposes of the Centennial Address, and I risk nothing in saying that, in the history of the people who lived and live within the territory that may be seen from the belfry of St. Michael's Church, there is material for as interesting a chapter as can be found anywhere in American annals.

A part of the Centennial Address was published in THE NEWS AND COURIER, and the favorable comments at the time, and the suggestion that it be amplified for publication in permanent form, induced me to undertake the labor of making it as full and thorough as my opportunities would permit. In its present extended shape the sketch of the history of Charleston is no longer a simple Centennial Address, and will be found to contain much that is entirely new, or has not heretofore been accessible to the general reader. Forming part of the Year Book for 1883, it will, I hope, find a place in public libraries throughout the United States, and be welcome in the homes of our people. If it shall elicit such interest as shall lead to the realization of my life-long hope and desire for a complete history of Charleston, I shall be amply compensated for the labor and thought I have bestowed upon the introductory work.

It is with great pleasure that I acknowledge the courteous attentions of the Secretaries of State, the Treasury, War and Navy, and of the Postmaster-General and the Attorney-General of the United States, who have sent me from the departments at Washington valuable documents which I required, and who, in several cases, have given me even more information than I asked for or expected to obtain. Similar assistance has been rendered by Gen. Eaton, Superintendent of Education, and Mr. Dwight, the Librarian of the State Department. From the Hon. J. N. Lipscomb, Secretary of State of South Carolina; Col. Sloan, Clerk of the House of Representatives of South Carolina; Mr. Speaker Simons; Hon. Ch. Richardson Miles; Commander

Merrill Miller, U. S. N., Light-House Department; Langdon Cheves, Esq.; Gen. W. G. DeSaussure; J. P. K. Bryan, Esq.; Hon. T. W. Glover and John Lucas, Esq., Orangeburg, S. C.; Rev. John Johnson; Col. W. L. Trenholm; J. L. Sheppard, Esq.; Daniel Heyward, Esq.; Dr. G. E. Manigault; Mr. Winsor, Librarian of Harvard College; Mr. Jervey, Librarian Charleston Library Society; F. Peyre Porcher, M. D.; Major Willis; Rev. C. C. Pinckney; N. Levin, Esq.; Rev. D. J. Quigley; W. G. Hinson, Esq.; J. Barrett Cohen, Esq.; H. B. Horlbeck, M. D.; Professor F. A. Porcher; Jos. T. Dill, Esq., and many others, I am indebted for the use of rare books, and for valuable papers placed at my disposal.

Strange as the statement may seem, the fact is so, that eighteen years after the close of the war between the States, there is no correct official information of the Companies in the service from Charleston, and their numbers. To Gen. Edward McCrady, who has for years been interested in making a record, and to Major R. C. Gilchrist and Rev. C. E. Chichester, I am indebted for the statement herein made.

It is a pleasure to acknowledge here the courteous and continuous attentions of Mr. W. Noel Sainsbury, of the Public Record Office, London, to whom I am greatly indebted.

For much intelligent and laborious clerical assistance I am under obligations to my young friend Mr. Normand M. Porter.

W. A. C.

Charleston, S. C., January, 1884.

THE NEWS AND COURIER BOOK PRESSES,
19 Broad Street, Charleston, S. C.

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THE CENTENNIAL OF INCORPORATION.

INITIATORY PROCEEDINGS.

At the regular meeting of the City Council, held on April 10th, 1883, Alderman Dingle offered the following:

In view of the approaching Centennial of the Incorporation of the City of Charleston, on the 13th of August next,

Resolved, That a Committee of five Aldermen be appointed by the Mayor to consider and report to the City Council the most appropriate manner of celebrating said Centennial.

Alderman Aichel moved that the Mayor be added to the Committee. This amendment being accepted, the resolution was then adopted.

Aldermen Dingle, Thayer, Ufferhardt, Sweegan and Johnson were appointed as the Committee.

At the regular meeting of the City Council, held on the evening of April 24th, 1883, the special Committee of Council appointed to recommend the most appropriate way of celebrating, on the 13th of August next, the Centennial of the Incorporation of the City of Charleston, reported as follows:

The Committee recommend:

1st. That a Centennial Address be delivered in honor of the occasion.

2d. That on that day the marble bust of the late Hon. Robert Y. Hayne and the mural tablet ordered by Council be unveiled.

3d. That a bronze medal be struck, the obverse of which shall present the full seal of the City of Charleston, with appropriate commemorative inscription on the reverse.

4th. That the celebration be closed in the evening with a display of fireworks.

Respectfully submitted,

G. W. DINGLE.
E. F. SWEEGAN.
A. JOHNSON.
WILLIAM THAYER.
WM. UFFERHARDT.

Adopted.

WM. A. COURTENAY, *Mayor.*

At the regular meeting on May 8th, "The Committee on the Centennial" asked leave to report:

That they have considered the matter, and suggest that his Honor the Mayor be requested to deliver the Centennial Address on August 13th, 1883, recommended in our first report. That our distinguished townsman and poet, Paul H. Hayne, be requested to write the Centennial Ode.

The Committee ask for further time to report on the further details of the celebration.

G. W. DINGLE.
WILLIAM THAYER.
E. F. SWEEGAN.
WM. UFFERHARDT.
A. JOHNSON.

Which was unanimously adopted.

The Mayor said:

Gentlemen of the City Council—The action of the City Council in arranging for the observance of the 13th of August, the one hundredth anniversary of the incorporation of Charleston as a city, has my hearty concurrence. The occasion in itself is worthy of commemoration, for Charleston on that day will mark off her first century of municipal life. But it should not be forgotten that there are one hundred and thirteen years of history previous to 1783, and so it would be most appropriate to take advantage of these approaching Centennial ceremonies to direct public attention to a subject which should be of primary interest to every home in Charleston. Seven generations have lived on this historic peninsular, and as yet no connected narrative has been written for the information of the community. Twenty-five years ago that noble citizen, the late James L. Petigru, in his address before the South Carolina Historical Society, said with a manner and tone of voice expressive of regret and never to be forgotten by those who heard him:

"It is a very general complaint that our people are careless of records. The materials of history are treated very much like the noble forest, not to be surpassed in beauty, with which Carolina was once covered. It is delivered, without mercy, to the havoc of the axe or the ravages of

the devouring flame. The supply is supposed to be inexhaustible, and the process goes on until the recklessness of waste is checked by the alarm of approaching scarcity. We would interpose to protect the remnant of that noble forest which is threatened with extermination. We would be happy to lend our aid in preserving the memory of things remarkable or interesting, in our country, which are beginning to lose their hold on living memory. The labors, the trials, and dangers that have proved the endurance, or exercised the virtue of our countrymen, are in our eyes of sufficient interest to be preserved from neglect. We would inscribe with a name the battlefields of Indian and British hostility; *and would fain prevent the soil that has been watered with blood poured out in behalf of the Commonwealth, from being confounded with common earth!*" * * * * *

By the action of our Historical Society in the years just preceding the war between the States, much valuable information was collected, and the knowledge obtained where the most complete and authentic material was accessible for our Colonial History. Since 1860 an additional volume of glowing history has been enacted, but it, too, is yet unwritten. Another generation of boys and girls are growing up to manhood and womanhood in this historic city as ignorant of the story of its eventful life as their fathers and mothers, their grandfathers and grandmothers before them. I have had the thought for many years that on some appropriate occasion I would make the effort at least to direct the attention of our citizens to that most desirable acquisition, a complete history of our city.

Quoting further from Mr. Petigru's address: "Perhaps the opinion is tinged with partiality, yet, after making due allowance for such bias," I think I may say that in the circle of vision from the belfry of St. Michael's there has been as much high thought spoken, as much heroic action taken, as much patient endurance borne as in any equal area of land and sea on this continent. Shall more than two centuries of such achievement remain longer in disjointed and confused records and traditions? There can be but one answer

from every intelligent citizen, and that is that this desirable work should be undertaken at the earliest date. The extent of it is now so great, by long neglect, that private enterprise will not undertake it. The collection of data, the selection of material, &c., will now of necessity have to be done by the city. It will be trifling in outlay if done in small annual appropriations. This will largely reduce the cost to the citizens, and insure to all who desire to have copies, a reliable historic work at a moderate price. It will be money well spent; such a work projected on a broad basis would have a sale all over the Union, for much of Charleston's early history is the history of the Colony of Carolina. In accepting the appointment to address you on Centennial day in August, I do so in the hope that, by presenting the outline and some incidents of that history, I may be able to elicit a general public interest in this essential work; and the present City Council, in my opinion, could now give no better evidence of their public spirit and their appreciation of the historic past of Charleston than to initiate this good work by a moderate appropriation, and the selection of a committee of citizens who would direct its proper expenditure to the accomplishment of this great result in the near future. I leave this subject with you for your consideration and future action, only remarking in conclusion that, when our people are able to read the grand history of Charleston, it must result in their having a higher appreciation of their home, for no city, ancient or modern, affords examples more fitted to elicit ennobling emotions.

Alderman Thayer introduced the following resolutions, which were unanimously adopted:

Resolved, That the address of the Mayor accepting the appointment of orator for the Centennial celebration in August next be spread upon the journal.

Resolved, That so much as relates to an appropriation for collecting material for a history of Charleston be referred to the Committee of Ways and Means.

At the regular meeting of the City Council on May 22d, the following correspondence was read and ordered to be published with the proceedings:

CITY OF CHARLESTON, EXECUTIVE DEPARTMENT,
May 9th, 1883.

Paul H. Hayne, Esq.:

MY DEAR SIR—As you are doubtless aware the one hundredth anniversary of the incorporation of the City of Charleston occurs on the 13th of August proximo, and the City Administration has taken measures to celebrate the occasion with appropriate ceremonies.

At a meeting of the City Council held last evening, the committee of arrangements submitted the following report, which was unanimously adopted:

"The Committee on the Centennial beg leave to report that they have considered the matter, and suggest that his Honor the Mayor be requested to deliver the Centennial Address, 13th August, 1883, recommended in our first report; that our distinguished townsman and poet, Paul H. Hayne, be requested to write the Centennial Ode.

The committee ask for further time to report on the further details of the occasion.

G. W. DINGLE.
A. JOHNSON.
WILLIAM THAYER.
E. F. SWEEGAN.
WM. UFFERHARDT."

It now becomes my duty and great pleasure to convey the same to you, trusting it may not be incompatible with your time and engagements to comply with the request made.

In thus levying upon you for an offering to this interesting occasion, it is fit we should call on one regarded as "our own"—one though 'mid time's mutation is not now with us, but of us, and still held in high regard as a favored son of the "Old City by the Sea," whose Centennial could not be more honored than by his graceful pen. I hope that at an early date I shall have the gratification of conveying to the City Council your affirmative response to the request.

With assurance of high regard and esteem, I am, my dear sir,

Yours, very respectfully,
WILLIAM THAYER,
Mayor pro tem.

Attest:
W. W. SIMONS,
Clerk of Council.

CHARLESTON, S. C., May 12th, 1883.

To Hon. William Thayer, Mayor pro tem.:

MY DEAR SIR—I received your communication of the 9th instant, on behalf of the City Administration of Charleston, together with the report of your Centennial Committee, in which I am requested to compose a Centennial Ode for the 13th of August, 1883.

It will afford me great pleasure to comply with your request.

Most respectfully,
PAUL H. HAYNE.

RECTORY ST. PHILIP'S PARISH,
Charleston, S. C., July 31, 1883.

Mr. G. W. Dingle, Chairman Centennial Committee:

DEAR SIR—Your letter of 25th inst., inviting me to officiate as Chaplain on the Centennial Day, 13th August next, has been duly received. Your partiality is gratifying to me as the representative of this historical Parish of our city, and I can only reply with acceptance of the Committee's invitation.

With sentiments of esteem towards yourself and the Committee,

I remain your obedient servant,

JNO. JOHNSON.

At the regular meeting of the City Council held on the evening of August 2d, 1883, Alderman Dingle, with appropriate remarks, offered the following, which was unanimously adopted:

On receipt of the marble bust of the Hon. Robert Y. Hayne, executed by Mr. E. V. Valentine, sculptor, of Virginia,

Resolved by the City Council of Charleston, That the City Council, highly appreciating the chaste and elegant manner in which this bust has been finished, congratulate the distinguished sculptor on the eminently successful completion of his work.

Resolved, That his Honor the Mayor be requested to extend to Mr. Valentine an invitation to be present as the guest of the city on the unveiling of the bust at the approaching Centennial.

Council then adjourned.

W. W. SIMONS,
Clerk of Council.

PUBLIC OBSERVANCE OF THE DAY.

"The public observance of the Centennial of Incorporation of the City of Charleston took place on Monday, August 13th, 1883. The day dawned clear and bright, and was ushered in by the chimes of St. Michael's and a Centennial salute of one hundred guns, fired from Marion Square, by the German Artillery, Captain F. W. Wagener, and the Lafayette Artillery, Lieutenant C. W. Stiles. The early morning trains brought a large number of visitors from the

country, and the display of bunting was general on all the business streets and among the shipping in the harbor.

This anniversary happening at the warmest season of the year, and being entirely a civic occasion, it was deemed best not to have a military parade or out-door celebration during the heat of the day. The ceremonies were, therefore, appointed at the Council Chamber, City Hall, on account of the proposed unveiling of pictures and statuary which were in future to adorn this apartment. The committee of arrangements, of which Alderman Dingle was the Chairman, did all that ingenuity could suggest to utilize the capacity of the Chamber and the adjoining apartments to the best possible advantage. The desks and aldermanic chairs were all removed and several hundred chairs placed in all the available spaces.

By half-past four o'clock the guests of the occasion and the citizens generally began to assemble, and by the hour fixed for opening the ceremonies the Chamber, galleries and the Mayor's and Clerk's rooms were well filled. Every precaution had been taken to secure perfect ventilation, and the pleasant South wind which swept through the rooms kept the air delightfully cool and pleasant during the proceedings.

The officers of State and other invited guests having assembled in the Executive office, at five o'clock Mayor Courtenay entered the Chamber escorting his Excellency Hugh S. Thompson, Governor of South Carolina; Alderman Thayer followed with Lieutenant-Governor John C. Sheppard; Alderman Dingle with the Honorable James Simons, Speaker of the House; Alderman Rose with Rev. John Johnson, Rector of St. Philip's, as Chaplain of the day; Alderman Ufferhardt with the Sculptor, Valentine, of Virginia; Alderman Barkley with the Artist, Stolle, of Dresden—the first having executed the bust of Hayne and the last the portrait of Wm. Enston, the unveiling of which were included in the interesting programme of the afternoon. Then followed the other members of Council with the following guests: Attorney-General C. R. Miles, ex-

Mayors P. C. Gaillard and G. I. Cunningham, Recorder Pringle, General Ed. McCrady, General C. I. Walker, Colonel W. L. Trenholm, Senator G. L. Buist, Representatives C. J. C. Hutson, a grandnephew of the first Intendant, Charles Inglesby, J. F. Britton, John Gonzalez, M. F. Kennedy, ex-Alderman Bernard O'Neill, and many others, who occupied seats on the platform."

Alderman William Thayer, acting as Mayor for the occasion, opened the ceremonies by introducing the Chaplain of the day, the Rev. John Johnson, Rector of St. Philip's Parish, who offered the following impressive prayer:

O Lord, our Heavenly Father, the high and mighty Ruler of the Universe, who dost from Thy throne behold all the dwellers upon earth, we humbly beseech Thee to behold with Thy favor this assembly of our people. Our elders and our youth are gathered together to tell how our fathers came out from the Old World into the New; how they declared unto us the noble works that Thou didst in their days, and in the old time before them. And, now, we praise Thy Name, O God, for that upon this broad land, from ocean to ocean, the Sun of Righteousness hath arisen with healing in his wings, and the pure offering of a great people's worship goeth up continually to be accepted in Thy beloved Son.

On this memorial day, do Thou, O Lord, draw nigh to us as we draw nigh to Thee. Remember us in mercy, not in wrath, hide not Thy face from this city for all the evil that it hath done, but save our people from the reproach of sin. May it please Thee henceforth to bless our rulers and magistrates, giving them grace to execute justice and to maintain truth. May it please Thee to give our citizens an heart to love and fear Thee, and diligently to live after Thy commandments. Bless our institutions of learning, charity and medical relief; raise up friends to endow them, and make us all ready to sustain them. Prosper us now according to the days wherein Thou hast afflicted us, and the years wherein we have seen evil.

Finally, make us to remember that while Thou art the same, and Thy years shall not fail, we are but sojourners here upon earth, as all our fathers were. They hoped in Thee, they trusted in Thee, and Thou didst deliver them. Be Thou with us, as Thou wast with them, our Ruler and Guide, through the pilgrimage of earth to the rest of Heaven; through the wilderness of this world to the shining and Eternal City, whose builder and maker is God. Grant these our petitions, for the worthiness of Him who ever liveth to make intercession for us, Thy Son, our Lord, Jesus Christ. Amen.

Acting Mayor Thayer then said:

Gentlemen of the City Council, Ladies and Gentlemen—We close to-day our first one hundred years of corporate city life. In commemoration thereof there has been erected in our Council Chamber a beautiful mural tablet inscribed with the date of settlement, 1670, the date of incorporation, 1783, and a roll of the Intendants and Mayors who have occupied the Executive office during the century just past.

It is a complete record; even the military Mayors of 1868, for the truth of history, are inscribed thereon.

And not this alone. The long deferred obligation of a worthy memorial to our great townsman, Robert Y. Hayne, is this day consummated in the imposing marble bust by Valentine, of Virginia, while the features of our great public benefactor, William Enston (preserved to us in an oil portrait of great merit by the artist Stolle), as also those of our city's first Intendant, Hon. Richard Hutson (in a portrait hallowed by age), adorn our walls and grace the occasion. These works of sculptor and artist will now be unveiled. Numismatic art also makes its beautiful offering in memorial bronze, which will transmit to posterity the record of the event we this day celebrate.

Poesy, too, adds her tribute in the beautiful commemorative ode, which will be read in your hearing, from the graceful pen of our own townsman and poet, Paul H. Hayne, Esq., and our laborious and efficient Mayor will address you on the history of "The Old City by the Sea."

This, in outline, fellow-citizens, is the programme for the celebration of our city's Centennial of Incorporation.

To your Excellency, the Chief Executive and the civil and military officers of State, and other gentlemen representing the various departments in our city, the clergy, ladies and citizens who have honored us with their presence on this interesting occasion, in behalf of the City Council and our citizens I extend greeting and bid you welcome.

Just as these words were pronounced, the veils which hid from view the memorial tablet, the portraits of Enston and Hutson, and the bust of Hayne, by the sculptor Valentine, were deftly removed, and as these beautiful works of art were disclosed to view a burst of applause gave evidence of the admiration of the audience.

THE MURAL TABLET.

This tablet occupies a position in the North wall of the Council Chamber, and is the work of Mr. T. H. Reynolds, the marble-worker of this city. The tablet is a handsome piece of work, of pure white marble. At the top, upon a

raised scroll, appear in gilt letters the words: "City of Charleston. Founded 1670—Incorporated 1783." Beneath the scroll appears the following roll of the Intendants and Mayors of the city from the date of its incorporation down to the present day:

INTENDANTS.

1783—Richard Hutson.
1785—A. Vanderhorst.
1786—J. F. Grimke.
1788—Rawlins Lowndes.
1791—A. Vanderhorst.
1792—John Huger.
1794—John B. Holmes.
1795—John Edwards.
1797—H. W. DeSaussure.
1799—Thos. Roper.
1801—John Ward.
1802—David Deas.
1803—John Drayton.
1804—Thos. Winstanley.
1805—Chas. B. Cochran.
1806—John Dawson, Jr.
1808—William Rouse.
1810—Thomas McCalla.
1812—Thos. Bennett.
1814—Thos. Rhett Smith.
1815—Elias Horry.
1818—John Geddes.
1820—D. Stevens.
1821—Elias Horry.
1822—James Hamilton, Jr.
1824—John Geddes.
1825—Samuel Prioleau.
1826—Joseph Johnson.
1827—John Gadsden.
1830—James R. Pringle.
1831—H. L. Pinckney.
1833—E. W. North.

MAYORS.

1836—Robert Y. Hayne.
1837—H. L. Pinckney.
1840—Jacob F. Mintzing.
1842—John Schnierle.
1846—T. L. Hutchinson.
1850—John Schnierle.
1852—T. L. Hutchinson.
1855—W. Porcher Miles.
1857—Charles Macbeth.
1865—P. C. Gaillard.

Military Appointments.

1868 { Gen. W. W. Burns, U. S. A. Feb'y 9th—March 7th.
Col. M. Cogswell, U. S. A. March 7th—July 6th.
G. W. Clark, July 6th—Nov. 10th.

1868—Gilbert Pilsbury.
1871—John A. Wagener.
1873—G. I. Cunningham.
1877—W. W. Sale.
1879—Wm. A. Courtenay.

THE BUST OF HAYNE.

The chaste and beautiful bust of Robert Y. Hayne, the first Mayor of Charleston, was placed to the right of the stand on a temporary pedestal. It was executed by the sculptor Valentine, of Richmond, Va., for the City Council, and was made from a small engraving. The bust is slightly above life-size, and the work is finished with exquisite taste. The neck and chest are covered with classic drapery, and the artist has written the character of the man in the face. The head is turned slightly to the left and the poise of the head and the cast of the features give the appearance of one whose attention has just been attracted. There is in the turn of the head and neck that fine, noble bearing, and in the face that force of expression, softened by the gentle, genial smile so characteristic of the man. The full force of his broad, noble brow and full mouth are strikingly delineated.

The pedestal upon which the bust rests has been elaborately carved by Mr. Reynolds, of King Street, and bears this inscription:

ROBERT Y. HAYNE,

Speaker of the House; Attorney-General; United States Senator; Governor of South Carolina; First Mayor of Charleston.

His last public service was his effort to open direct Railroad communication with the vast interior of our Continent.

"Next to the Christian religion I know of nothing to be compared with the influence of a free, social and commercial intercourse, in softening asperities, removing prejudices, extending knowledge, and promoting human happiness."—*Hayne.*

Born November 10, 1791—Died September 25, 1839.

This completed memorial is conceded by all to be one of the most elegant in the Union, and reflects great honor on the present City Council who, after the lapse of forty-four years, have so handsomely redeemed the pledges of a previous generation.

Lines upon the Unveiling of the Bust of Gen. Robert Y. Hayne, in the City Hall of Charleston, S. C., 13th August, 1883; written by Paul H. Hayne, and read by Middleton Michel, M. D.

I.

Behold this grave, bold, knightly head, so graced by power and sweetness,—
A cordial dome of thought and will, curved to a calm completeness;
With mouth pure-lipped, clear-clefted chin, and brow exalted, regal,
And heightening all, that air which girds the aspiring Alpine Eagle!

II.

Knightly!—his faith was Sydney's own,—as selfless, reverent, loyal;
Few of earth's Kings have owned as crown, a soul so largely royal;
Yet *some* durst call our Galahad false! Ah Christ! what magic leaven
Could sweeten *that* foul charge before the unbribed Courts of Heaven?

III.

False! Traitor! On the watch-tower's height *he* stood serene, unquailing,—
When many a slanderer's lip was hushed and coward's face was paling;
Nor deigned to lower his golden helm, his torch of fiery warning,
Until the stormy night waves ebbed beyond the reefs of Morning!

IV.

False! Traitor! On some future day—victorious and gigantic,
The Demon of his dread* *may* stalk along the waste Atlantic,
Or, sneer beside Pacific tides, to view the wise oblation
Which throttled State by State to gorge your Titan, styled—THE NATION!

V.

Meanwhile, with reverent love we gaze on this, his sculptured presence,
Whose soul so long hath breathed above our mortal evanescence;
His life-web brightly woven within Fame's tapestry of wonder,
What Power can dim the splendid warp or rend the woof asunder?

THE ENSTON PORTRAIT.

On the right of the Centennial Tablet was placed the portrait of the late William Enston, by Stolle, artist of Dresden, Germany. The portrait is a life-like likeness of Mr. Enston, and represents him sitting in a chair attired in a dark black coat with white vest, high standing collar and black stock. The portrait is framed in a heavy and handsome gilt frame, and takes the place in the Council Cham-

*Consolidation! Centralism!

ber of an inferior portrait, which is still preserved, however, in the treasury department.

On the left of the tablet was displayed the portrait of the Hon. Richard Hutson, the first Intendant of Charles Town, which was kindly loaned for the occasion by a lady of Orangeburg, in the possession of whose family the portrait has been for nearly a hundred years. It is in a remarkably fine state of preservation, and said to be a capital likeness of the original.

A GRATIFYING SURPRISE.

Alderman Thayer having paused for a few moments, while the audience inspected the works of art which had just been unveiled, continued his remarks as follows: I have been charged with a pleasant duty, and I ask your indulgence while I read the following letter, which indicates more fully and better than words of mine, the duty so enjoined:

25 Lynch Street, August 13th, 1883.

Gentlemen of the City Council—At the opening of the present year it occurred to me that some token of acknowledgment, however inadequate, was due from me for the generous support, the constant and cheerful co-operation, which I have received, not only from you, but from all classes of the community, in the efforts I have made to improve the condition of our city, and which have been continued up to this time.

In thanking you, Messrs. Aldermen, and through you the whole body of my fellow-citizens for their confidence and good-will, I have felt that I could not more appropriately mark my gratitude than by asking your acceptance, in behalf of the city, of a work of art which, while adding to the attractions of this beautiful Council Chamber, will preserve to posterity the features of a loved citizen, and keep in perpetual remembrance the grand characteristics of his noble life. It has been said, and with truth, that when heroism in moral or physical things is to be commemorated, the real thing celebrated is not the thing accomplished, but the effort to accomplish it. Success can always dispense with praise, but earnestness and fortitude, even to self-sacrifice, are the better subjects for contemplation, if we are to derive profitable lessons from the memories of the past.

In choosing my subject I have selected a citizen of such placid endurance, undaunted trust in the rightfulness of his opinions, such nobility and independence of character, that unselfish devotion, all through his long life, was like the steady and constant flame of patriotism which the ancients used to keep, as a symbol, on their altars. In January last I sent a commission to Mr. Harnisch,

the sculptor, at Rome, for a marble bust, in the classic style, of James Louis Petigru, that on the auspicious occasion, when we would commemorate the Centennial of our civic life, we might also fitly mark and commemorate one of the loftiest examples and highest types of civic life and duty and fortitude within that cycle. No words can better paint this high, brave soul, in his great fortitude, than those of his just, generous eulogists, uttered when the roar of cannon on the very issue of difference was still breaking on this beleaguered city.

Said David Ramsey, at the Bar Memorial Meeting, in March, 1863: "From the date of man, through all history, interwoven with the very thread of time, is an eternal right. Seldom does it fall to a purely legal activity to vindicate essential principle; but that which is placed upon this height, whatever else the waters of oblivion may overwhelm, is far above their surge. The greatest jurist of the past, who linked his name with the greatest Code in human law, had in his remote age to choose between right and life. He sealed his testament with blood, preferring the wrath of Caracalla to the accusation of innocence; and long as remains language, will vibrate through its various channels the dying jurist's undying answer: '*Quæ facta lædunt pietatem existimationem, verecundiam, et, ut generaliter dixerim, contra bonos mores fiunt, nec nos facere posse credendum.*' James Louis Petigru laid 'an offering of age upon the altar of Justice,' as unquenchable lustre.

"When the Sequestration Act required the confidence of clients to be betrayed, the trusts of imbecile age, incapable infancy, irresponsible lunacy, the defence of widows and hopeless women, the ties of nearest kindred and sacred gratitude, all to be abandoned, his was the voice that gave denial to the delator's search. His last effort was truly the coronation of his work. Who can forget his voice, so long eloquent for others, then pleading for himself as to the question why he made refusal, as he answered with a despairing accent, '*Because I was free born.*'"

[Alderman Thayer paused a moment while Governor Thompson, of South Carolina, at the request of the donor, unveiled the bust.]

The sculptor's work is before you. As out of this pure white marble, as if it had been buried within it—at the bidding of the artist, and under his creative inspiration, has come forth the cheery face and commanding brow of our great fellow-citizen, so may those who govern here, and all his people, kindled by the associations of his memory and by the inspiration of affection and reverence, make this enduring marble symbolize high thought and true feeling, and consecrate for themselves *forever here* the abiding truth that the life that is loyal to the promptings of conscience and duty outlasts the fickleness of public opinion, the violence of revolution and the slow decay of time.

Very respectfully,

WM. A. COURTENAY.

THE BUST OF PETIGRU.

All eyes were turned in the direction of this new work of art, the presentation of which, to every one present, was a

complete surprise. The bust is of heroic size and massively executed in the classic style. Those who knew Mr. Petigru well, say that the likeness is a good one, and even to those who have only seen his portraits the likeness is strongly apparent. The long hair falling nearly down to the shoulders and partly covering the brow, the peculiarly shaped eyes, the massive, full mouth and large broad nose, are all characteristically portrayed. At the proper elevation the bust will appear to even better advantage than in its present temporary position, and it will always be a work of art which will arrest attention and strike the observer at a glance as worthy of close study. Mr. Harnisch, the artist who executed this bust, is a young American residing in Rome, where he is fast acquiring a reputation, and has been for some time at work on the bronze statue of Senator Calhoun for the Ladies' Monumental Association, soon to be erected on the Calhoun Street front of Marion Square in this city.

CENTENNIAL ODE.

Alderman Thayer next introduced Middleton Michel, M. D., who had been requested by the committee to read the Centennial Ode contributed by Paul H. Hayne, "the poet-son of Charleston." This agreeable duty was discharged in a very graceful and effective manner.

Poem upon the One Hundredth Anniversary of the Incorporation of the City of Charleston, S. C.

I.

Pallid, yet proud she stood that day, half sad, half joyous hearted,
As one who hears far-off the roar of thunder-clouds departed ;—
The war-bolt on her brow had left scarred furrows, hot and gory ;—
But lo ! her calm exultant smile !—her dark eyes flushed with glory !

II.

She saw the hands of heroes weave her crown of civic honor—
She felt the hands of patriots place that priceless crown upon her,
And all her veins were filled with fire of strong and sweet emotion ;—
Ah ! best beloved of loyal souls . . . . ah ! stainless Maid of ocean !

III.

Since then an hundred years have told their story harsh, or tender,—
Our Maid hath ripened to a Queen on heights of loftier splendor;
Heights held through steel, and fire, and blood, till all men hailed with wonder
This new *Athenè*, throned above the bolt, the flame, the thunder!

IV.

Three wars have raged about her home, and writhed their waves of slaughter,—
But still serene in thought, as mien, *our* Jove's unconquered daughter,
Each dark death mound hath formed a round whereon her *will* was planted;—
And up the mountain-wall of fame her firm feet rose enchanted!

V.

And what if power too strong to foil, with all her sheer endeavor,
Once hurled her from her "vantage coign" and *seemed* to hurl forever;—
She nerved her torn and baffled limbs, and in her heart upyearning,
God kept the crystal Lamp of Faith divinely bright and burning!

VI.

Though ruffian buffets smote her cheek, and hell was round her ringing,
Above, a hymn of rescue semed to pour its *prescient* singing;
She saw beyond the hail of hate, the rage, and bitter scorning,
A rose-bud Hope, whose petals fold the perfect Rose of Morning!

VII.

Then rushed a Hero to her side! one of earth's stateliest scions,—
His *aim* an eagle's aim, his *heart* a bold Numidian lion's;
He pealed a bugle note so loud, it shook the sea-born fountains,
And sowed its fruitful echoes far, 'mid the deep-clefted mountains!

VIII.

We know the issue! all unsmirched, with passionate gratulation,
She rose, she towered! for *who* could touch *her* soul with degradation,
The cruel fire that singed her robe died out in rainbow-flashes,
And bright her silvery sandals shone above the hissing ashes;—

IX.

But now the times of blood are passed! put by the vision dreary!
Away with hate and scorn and strife! hush, hush your *miserere!*
Your sea-winds blow their clarions clear across the restless spaces,
And every sea-wave hurls a hint of *action* in your faces!

X.

Away! away, both night and day, with thoughts by grief o'er freighted;—
Have ye not borne and toiled and bled? have ye not prayed and waited?
A golden Day *has* dawned at last! a morn of cloudless vision;
Up gallant Hearts! and crown the dream with full and fair fruition!

XI.

Up gallant Hearts! your Leader's here! no guide that guideth blindly—
(Methinks our Lady's softening eyes rest on him sweetly, kindly)—
Your civic chief so firmly wed to harsh and rugged Duty,
I vow his kiss hath almost flushed her homely face to beauty!

XII.

Your civic chief is here to lead! who, *who* will blithely follow?
Be sure ye shall not find the path beneath your footsteps hollow;—
This man, I deem, would gladly fall in Labor's armor breathless,—
If deeds, or *death* of his could make his city's glory deathless!

XIII.

O, City of my Fathers' love! beside whose streamlets straying,
My boyish feet, to jocund tunes, have gone so oft "a-Maying"
O, City of ancestral graves!—each clod a Sacred treasure,—
What marvel that one mournful chord wails through this dying measure?

XIV.

The sea-songs come, the sea-songs go across thine ocean reaches,
The sea-tides ebb, the sea-tides flow far up thy glittering beaches;
Not mine to draw a new-born hope from waves so brightly glowing,
Not mine to hear in deepening winds a trump of onset blowing!

XV.

Ah no! ah no! across the flow, half welcome, half appalling,
I catch the voices of the dead from twilight-verges calling;—
The shadows grow more gray that shroud this strange, outworn existence;
And still those yearning voices call from out the sea-bound distance!

XVI.

Quaint City of my youth, farewell! no more these eyes may quiver,
Dazed by the glint of surf and sail on flickering bar or river,
No more these weary limbs may own the soul's imperious order,
To bear me where the sun-caps flash beyond thy billowy border!

XVII.

Brave City of my youth, farewell! When safe from midday riot
Kissed by the slumberous star that sways her lotus-land of quiet,
I still shall see thro' half-closed lids thy moonlight beauty beaming,
And hear St. Michael's mellowed bells swoon down the tides of dreaming!

THE CENTENNIAL OF CHARLESTON—HAYNE AND PETIGRU.

"A hundred years ago Charleston was already a century old, but she then first acquired corporate existence and became the senior city of the United States. On Monday the Centennial of this event was appropriately celebrated, and our columns this morning are full of the ceremonies of the day and the brilliant pageant of the moonlit night.

The address of Mayor Courtenay is a treasury of noble records and of suggestions pregnant with hope and promise for the future, a work of intellect and industry in every way worthy of the day, the theme and the incomparable administration of which he has been for four years the head and moving spirit.

The occasion was further signalized by the unveiling of a bust of the Hon. Robert Y. Hayne, which the City Council has erected, to its own honor and to the adornment of its new hall. The tribute of remembrance and gratitude thus rendered to the illustrious Carolinian by a generation to whom his name is only a tradition, but who are inheritors of his fame, is also an act of homage to the virtues and services of a long line of civic magistrates. Of these Hayne was most eminent, not only in being the first to wear the title of Mayor, but also in having brought to the municipal chair the trophies of the Senate Chamber and the highest honors of the Commonwealth. He had served the State as soldier, orator, statesman and Chief Executive during a period of unexampled trial, and in 1833 he filled the public eye as a character of heroic proportions; yet such was the genuineness of his patriotism, so pure was his singleness of purpose, that he assumed the modest functions of Mayor at the call of Charleston, and spent in the effort to enlarge her commerce and extend her influence all the riches of his experience and all the resources of his untiring energy. From the Mayoralty he passed, with the same high aims and purposes, to the helm of the then newly launched scheme of

railroad extension to the West, and fell at his post, a martyr to the service of his State and of Charleston.

It was but an incident in the brilliant career of Hayne that he was Attorney-General of the State; but it was an epoch in the laborious life of Petigru, two years Hayne's senior, to succeed him in that honorable office, when Hayne was called to a higher field of activity.

The Mayor, under an inspiration of reverent appreciation that does him the highest honor, has presented to the city a bust of the Hon. James L. Petigru, and the unveiling of that was also part of the proceedings in the Council Chamber yesterday afternoon. It is remarkable that these two men should have been thus associated in public remembrance just half a century after the great contest in which they stood confronted as opposing chiefs in the fiercest political strife ever known in the history of South Carolina. The passionless marble which recalls their features indicates the spirit in which we should revive the story of the conflict into which they were plunged when life was hottest in their veins and the forces of conviction impelled them with equal energy to contrary conclusions. Champions of the unlike sides of a still ambiguous shield, who shall say now that either was wrong? Alike in vigor of mind, in fidelity to principle, in force of character, Hayne and Petigru were in strong contrast in relation to all other things. Hayne had begun life on a high plane, and was a conspicuous character before he attained his majority. He came to the great struggle in 1832 flushed with triumph on every field of personal and political achievement, the pride of a cultivated and fastidious society, the idol of the people, glittering with a renown that shone over the whole Union, arrayed in gubernatorial dignity and wielding the force of a united and enthusiastic people.

Over against this imposing figure, barring its imperious way, stood Petigru, without fame, fortune, influence or material force, armed only with uncompromising dissent and equipped with nothing but the impassioned eloquence of earnest dissuasion. The end is written in the memories of

his friends and foes, and its pathos is still fresh after fifty years. Defeated and ostracised, he resumed with patient labor the practice of a profession which called him often without reward, to be the shield of the defenceless and a refuge for the weak, but opened to him no avenue to fortune or distinction. Yet when the storm was over, Petigru and Hayne, vanquished and victor, united with equal and most rare magnanimity to calm the passions it had lashed to fury, and to mend the friendships which had been shattered by its violence.

It is well for us that their effigies shall henceforth stand forever side by side, in enduring marble, to remind us that they both belong to us, that it is peculiarly our privilege to reverence their memories, to learn by their example and to emulate their characters. Our children will thus ever possess the highest types of contrasted greatness as models for their conduct, whether it be in success or failure, in glory or obscurity, in fortune or in poverty. If our youth may light at Hayne's shrine the torch of exalted ambition, they may also learn at Petigru's how even defeat may be ennobled by tenacity of principle in the scorn of consequence."—*The News and Courier, August 14, 1883.*

EVENING EXHIBITION—THE PYROTECHNICS—A VAST MULTITUDE AND A GRAND DISPLAY.

"So far as the general public was concerned, especially the youthful portion of the public, the display of fireworks which was announced to close the day was the main and all-important feature of the celebration. People who had boats began to haul them to the Lake early in the afternoon, and by 5 o'clock the rippling bosom of that now beautiful sheet of water was covered with a fleet of over a hundred boats of all descriptions—skiffs, yawls, gigs, punts, bateaux, canoes, outriggers and Whitehalls. Almost every boat had a pole rigged up in stem and stern with lines stretched

across for hanging lanterns, and during the afternoon many of them were gaily decorated with flags.

The weather was delightful, and the small boy was out in force long before 5 o'clock watching the preparations with the most intense and eager interest. Two enterprising Greek merchants had caught an inspiration and transported their peanut and soda water stand bodily to the scene. They will retire from business bloated bondholders. At 6 o'clock the small boys had fringed the three sides of the concrete wall of the Lake, and thousands more of them were lolling around the Lake sporting on the grass.

As early as 7 o'clock the crowd of grown persons began to get underway for the Lake. They came in groups of three, four, five and more, many groups consisting of papa, mamma and all the children. The only available line of railway was the Rutledge Street line, and for three hours before the time appointed for the commencement of the display the cars were taxed to their utmost capacity to transport the crowd. Many people brought camp stools with them, and those who didn't have camp stools brought chairs. At fifteen minutes past 7 o'clock, an hour and a quarter before the time announced for the opening, there were five thousand persons at the Lake, and every street leading to it was thronged with people wending their way thitherward.

The seats put up and railed in by Von Santen, 600 in number, were filled an hour before the show began. People came on foot and on horseback and in vehicles, and as the darkness increased the crowd increased and swelled and swelled until when the little boats on the Lake began to light up their lanterns and the lights in the windows of the surrounding houses began to twinkle in the deepening shades there were not less than 15,000 persons on the grounds. The three sides of the Lake were densely packed with people of every shade of color, sex and condition of life, while the roadways were equally crowded with vehicles of every description loaded with people. The windows and piazzas in the vicinity were also crowded. The invited

guests of the city were provided with seats in the enclosure and had a fine view of the display.

As darkness came on the fleet of boats on the Lake began to light up their Chinese lanterns and occasionally to give an amateur display of fireworks in the shape of various colored Bengal lights. Now and then a lantern would take fire and the event would be hailed with cheers from the boys on shore. Then the band began to play, and as the strains were wafted across the water to the boys in the boats they would cease rowing and keep time to the music by clapping their hands very much after the fashion of boys at a matinee. And so the crowd waited patiently and good humoredly for the hour which came at last. At precisely half-past 8 o'clock the first "detonating mortar" was fired, and the 15,000 people at length settled themselves down to the business of the evening, which commenced soon after.

THE FIREWORKS BEGIN.

If we except a few ordinary rockets sent up by some impatient ones from the boats on the lake the first display of any consequence was a striped and fiery balloon which rose majestically and floated off toward the North, followed by thousands of eyes, as it changed from striped to red, then white, and exploded, letting fall a shower of brilliant sparks, and continued floating, floating, ever higher and higher, till the feelings of the spectators were aptly expressed by a little darkey, who called out, "Deh, now! he done tu'n into a star!" Another balloon of equal splendor followed, changing as it rose, from red to green, from green to white. Large colored rockets arose, exploding and falling to earth in the form of what the programme calls "peacock's plumes," "silver streamers," "golden clouds," "eagle's claws," and a great many other romantic things, but which, in reality, looked like a huge chandelier, depended from mid-heaven, or like an aerial fountain of fire. On the bosom of the Lake changing fires burned and glowed, lighting up the watery depths, the fairy-like boats, and the immense throng

of humanity packed in masses along the three sides of the Lake, with sheets of flame blue, crimson and golden. Then to the extreme delight of the small boys, manifested in their squeals and hoots of ecstacy, fiery porpoises began to leap and plunge and disport themselves with unexpected playfulness in the water. They leaped, they darted along the surface of the Lake; they dove, they circled over and over through the air, and finally sought a watery grave. The first set piece was "The Sunburst," quite successful, yet we doubt whether even the most appreciative knew exactly the terms in which to describe what they saw. The uninitiated, and especially the childish mind, merely gathered a general impression of indescribable magnificence, and knew not that the whirling fires were "rayonet fires, marooned." Indeed it was quite impossible to follow out the programme or to guess which were the "salvos of aerial saucissons," &c., but nevertheless to the mind unsurfeited by spectacles the scene was one of rare beauty and richness. One of the most successful of the set pieces was "The Peruvian Glory," which whirled and spun, in dazzling perfection, without, a wheel of silver, encircling a smaller star of gold, which held within its centre a tiny brilliant wheel, which spun on in determined fashion when the other portions of the splendid fabric had fallen away in fragmentary glory. The moon, meanwhile, was no unnoticed participant in all this beauty, seeming to veil her splendor while each exhibition went on and then shining forth serenely to fill up the gaps between the more exciting because less familiar performances. The "Casket of Jewels" showed an arrangement of what well may be called "gems" against the dusky sky, and the showers of sparkling spray added to the wonderful spectacle. The fun grew fast and furious as fiery serpents frolicked through the sky and then fell curving into the Lake, and fiery globules of every hue flew hither and thither through the air.

The "Jewelled Cross of Malta" was really perfect, standing in compact brilliancy while a rain of gold and silver fell before it. Instead of growing weary of such lengthy admiration the crowd manifested its pleasure and delight by

ecstatic though low-toned murmurs, which grew louder and more gleeful with each successive display, till they culminated in a sort of wild roar of delight over the "Charles Town, 1670," which appeared worked in jewelled letters against the dusky setting of the skies. This made the spectators hungry for more set pieces, and they hardly looked at the "display of bombshells in great variety" which intervened between this and the "Fort Moultrie, June 28, 1776."

Again the sky was lighted up by meteoric rockets of every hue, and the waters illumined by changing fires. And finally the climax to all this magnificence was reached when there appeared against the sky "Charleston City" in letters of flame, flanked by the dates 1783 and 1883, with two monuments or pillars of diamonds, with gushing fountains on either side. This was virtually the closing, for everybody made for home, seeing the "Gigantic aerial bouquet" only over their shoulders; but every one was loud in admiration and praise of the grand success of the evening's entertainment and their own special enjoyment.

When the last Roman candle had sent up its last fiery ball and darkness once more pervaded the Lynch Street side of the Lake the crowd began to disperse. Notwithstanding the numerous avenues of exit in all directions, locomotion in any of the streets was very slow. In Broad Street the pedestrians occupied the entire width of the street, sidewalk as well as carriage way, and not until the crowd reached Logan Street had it sufficiently thinned out to render the sidewalks sufficient for the purposes of locomotion.

THE ELECTRIC DISPLAY.

The Electric Light Company celebrated the Centennial by a brilliant illumination of King Street from Broad Street to Calhoun Street. For sometime past the company has been at work adjusting lamps at the intersection of the streets along the route named, and last evening the lamps were lighted and King Street was as bright as day. Although many of the lights were a square apart the in-

termediate spaces were brightly illuminated and the effect gave a fair idea of the comfort which pedestrians will enjoy when the public thoroughfares of the city are lighted with electric lights.

AN OUNCE OF PREVENTION.

During the afternoon the Board of Firemasters sent a steam engine to Lynch Street to wet down the shavings and other combustible material in the yards of the saw and lumber mills in the vicinity. The engine was kept on duty until 11 P. M. in order to guard against even the remote contingency of an accident."

CHARLESTON 1670—1883.

The Ship of the Period.

The first permanent English settlement on this continent was made at Jamestown, Virginia, May 13th, 1607, when one hundred and five colonists landed from three ships. Sixty-three years after, in the month of April, 1670, Governor William Sayle with his colonists landed at Albemarle Point, on the West Bank of Ashley River, opposite what is now Charleston.

It was an eventful era in the world's history; "the air of Europe was filled with the romance of primeval forests, dusky figures and feathered crests along the new Western horizon," and so it came that in those sixty-three years, Englishmen, Irishmen, Hollanders, French Huguenots, Scotchmen, Germans, Swiss, Swedes, and other Europeans, were landing in a steady immigration on these American shores. No ships of state conveyed them over the ocean; "they came in coarse clothing, not in raiment of velvet and gilded armour." They came to stay—alive in every fibre, with an exultant life, and they stepped ashore with freshly awakened activities. A broad territory was to be subdued, and with crude implements; with axe, hoe and plough they were to conquer a wilderness, and they may have felt, too, that the century they represented would be more illustrious by their action.

From Plymouth to Charles Town, with a daring spirit they set up their banners of conquest, and as they bivouaced by the murmuring shores of the Atlantic, they realized that there was no land behind them to which to retreat; a broad ocean was rolling in their rear. Under such conditions they and their children were to be actors in the vast

unfolding of a continent, which they then little knew was to be ultimately fashioned into the form of many free commonwealths.

THE FIRST LORD PROPRIETOR.

Twenty-four years after the landing at James Town, and eleven years after the landing at Plymouth, "Charles I, by the Grace of God, of England, Scotland, France and Ireland—KING, Defender of the Faith," &c., initiated measures, which were prompted by the stir and fervor of the period, and which he hoped would lead to a new and prosperous settlement adjoining the James Town Colony on the South. This royal thought found expression in what is known as Sir Robert Heath's Patent, which seems to have been drafted and made of record on the 4th of August, 1631, and subsequently confirmed to him "at Westminster the 30th October" in the same year, being the 5th of the Reign. "The King to all to whom these pr'et'es,* &c., greeting—Whereas our beloved and faithfull subject and servant, Sir Robert Heath, our Attorney-General, kindled w'th a certaine laudable and pious desier, as well of enlarging the Christian Religion as our Empire, and increasing the trade and commerce of this our Kingdome," the King generously conveyed to his beloved subject for these high purposes, "a certaine Region or territory, in the parts of North America betwixt one and thirty and thirty-six degrees of Northern latitude inclusively placed, yet hitherto until'd, neither inhabited by ours or the subjects of any other Christian King, Prince or State, &c.," an imperial domain, including what is now part of North Carolina, all of South Carolina and Georgia, and extending to a rather indefinite distance Westward; "he beeing about to lead thither a Colonye of men large and plentifull, professing the true Religion, sedulously and industriously applying themselves to the culture of ye sayd lands and to merchandising, to be performed by industrye at his own charges,

* Present Letters.

and others by his example." Sir Robert was further created "Sole Lord Proprietor," and it was also stipulated that he was to pay for the lands, "in chiefely Knights Service, and by paying for it, to us, our heirs and successors, one circle of Gold formed in the fashion of a crowne of the weight of 20 ounces, with this inscription ingraved upon it—Deus coronet opus suum;" and further, "by the fulnes of our power and Kingly authority for us, our heirs and successors, we doe erect and incorporate (these lands) into a Province, and Name the same CAROLANA or the Province of CAROLANA, and the fores'd Isles CAROLANY ISLANDS," &c.

So royal a gift under such auspicious environments, which promised so much, was doomed to disappointments.

In the years immediately succeeding the issue of this royal patent of broad acres and great privileges, I find no evidence that any worthy effort to colonize was made; and *nine* years after the date of Sir Robert Heath's Patent, Oliver Cromwell begun to figure in England's history as a member of Parliament, contesting Cambridge with the Poet Cleveland, a zealous loyalist, defeating him, it is said, by one vote—and eliciting from the defeated candidate the remark that "that single vote had ruined both church and kingdom."

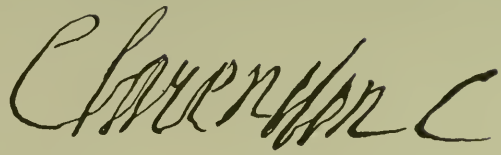
THE SECOND LORDS PROPRIETORS.

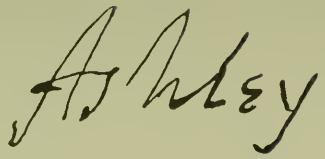
The political struggles in England in the ensuing years seem to have diverted public attention from the settlement of "CAROLANA"—and the next movement we find was under the authority of a grant by Charles II, in 1663, by his letters patent under the great seal of England, to the Right Hono'ble Edward Earle of Clarendon, Lord High Chancellor of England; George Duke of Albemarle, Capt. Gener'l of all His Ma'ties forces in the Kingdom of England, Scotland and Ireland, and Mast'r of the Horse; Wm. Lord Craven; John Lord Berkeley; Anthony Lord Ashley, Chancellor of the Excheq'er; Sir George Cartrett, Vice Chamberlain of His Ma'ties Household; Sir Wm. Berkeley,

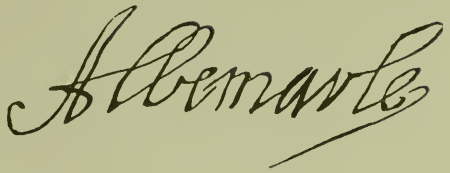
The great Seal of the LORDS PROPRIETORS of the PROVINCE OF CAROLINA, displaying on the Reverse the Coats of Arms of the Eight Lords Proprietors, being a fac-simile of a wax impression of the Seal, now in the PUBLIC RECORD OFFICE, LONDON, ENGLAND, obtained thence through the kindness of Mr. W. Noel Sainsbury.

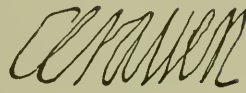
The imperfect Coat of Arms on the Reverse is that of JOHN, LORD BERKELEY, which is the same as the Coat of Arms of Sir WM. BERKELEY nearly opposite, except for the Baron's Coronet where the wax has been quite broken off. Between the last and Sir George Carteret's Coat of Arms, a piece of wax is broken away but without injuring either.

AUTOGRAPHS OF THE LORDS PROPRIETORS.









HELIOTYPE PRINTING CO., BOSTON

Kn't, and Sir John Colleton, Kn't and Baron'tt—the true and absolute Lords Proprietors of all the Province of *Carolina*.

They adopted a great seal, the obverse and reverse of which is presented herewith with their autographs in fac-simile, which will be viewed with interest.

This new title to the Lords Proprietors for this Province was confirmed by an order made at the Court of Whitehall on 12th August, 1663, when His Majesty, "taking into consideracon the state and pr'sent condicion of the Province or Region called Carolina, in America, and his Grant of the same by his Letters Patents under the Great Seale of England," to the Lords Proprietors (before named), and upon information, that all pretenders to former Grants had been summoned to bring or send to His Majesty's Attorney-General their Letters Patents, Grants or other evidences of title, and that none such had appeared; "and forasmuch as no English whatsoever have, by virtue of such Grants, *hitherto* planted in the said Province, by which neglect such Letters Patents (if any were) are become voyd," it was ordered, that the Attorney-General proceed to revoke and make void all former Letters Patents and Grants of the said Province; and that henceforth, that when any like Grant of any foreign plantation should be prepared "to passe his Ma'ties Great Seale," a clause be inserted, "that if within a certain number of yeares no plantacon be made and performed the said Grant shall become void."

And it was further ordered, that the Duke of Albemarle and others, the before named, Patentees, "do proceed in the planting of the said Province of Carolina," and that henceforward "no person or persons whatsoever do pr'sume to goe into the said Province or molest or disturbe the said Grantees or any persons by them or any of them trusted or imployed upon pr'tence of any former Grant whatsoever," &c.

The Proprietors, therefore, were impelled by two motives, at least, for establishing the Colony—the one, the hope of a profitable return from their investments; the other, to prevent a reversion of their Grant.

Previous to this Grant a few settlements had been made near Albemarle Sound by dissenters from Virginia, and a little Colony had been planted near the mouth of Cape Fear River by New Englanders, which was subsequently abandoned.

THE INITIATORY PROCEEDINGS—HILTON'S VOYAGE TO THE COAST.

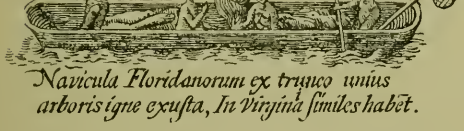
The first response to the proposals of the Commissioners of the Lords Proprietors to secure settlers in the "Province of Carolina," was made by "several gentlemen and merchants of the Island of Barbadoes," who undertook a voyage to the coast "Southwards and Westwards of Cape Romano," in August, 1663. The history of this exploration of the country is fully recorded in—

"A True Relation of a Voyage, upon discovery of part of the Coast of FLORIDA from the latitude of 31° to 33° 45' North latitude, in the ship *Adventure*, William Hilton Commander and Commissioner, with Captain Anthony Long and Peter Fabian, set forth by several gentlemen and merchants of the Island of Barbadoes, sailed from Spikes Bay, Aug. 10, 1663."

They visited several points on the coast between Cape Feare and Port Royale, notably Edistow and "Saint Ellens," where they had communication with the Indians, and learned that an English vessel had been "cast away some four or five leagues to the Northward of the place where we then rode (North Edisto) on the 24th July past," and of the "thirteen persons who had come on shoar, three had been killed by the Indians." Hilton's narrative proves that the Spaniards were frequent visitors to this locality from St. Augustine, "sometimes in canoa's within land," at other times in vessels by sea, which the Indians describe as "having two masts." There were Spaniards then in the vicinity, and Hilton communicated with them. In one of his visits ashore at "Saint Ellens" (St. Helena) he gives the

following interesting account of an Indian settlement which clearly indicates frequent intercourse with the Spaniards:

"That which we noted there, was a fair house builded in the shape of a dove-house, round, two hundred foot at least, compleatly covered with Palmeto leaves, the wal-plate being twelve foot high, or thereabouts, and within lodging Rooms and forms: two pillars at the entrance of a high seat, above all the rest; also an other house, like a Sentinel-house, floored ten foot high with planks, fastned with spikes and nayls, standing upon substantial posts, with several other small houses round about. Also we saw many planks, to the quantity of three thousand foot or thereabouts, with other timbers squared, *and a Cross before the great house.* Likewise we saw the Ruines of an old Fort, compassing more than half an acre of land within the Trenches, which we supposed to be Charl's Fort, built, and so called by the French in 1562," &c.



Navicula Floridanorum ex trunco unius arboris igne exusta, In Virginia similes habēt.

The earliest visitors to America, in the sixteenth century, found the Indians well supplied with small boats, "made of one tree twenty foote long four foote broad, which are not made with iron or stone or any other kind of metall, they help themselves, with fire burning so much of the tree as is sufficient for the hollownesse of the boat, the like they do in making the stem and fore part, until it be fit to sail upon the sea."

From an old map I present a picture of one of these Indian boats, which, in more comely form, we have seen in our own time fashioned from the trunk of a black cypress, used even for speed, in boat racing.

Hilton's narrative shows that the Indians had "plenty of corn, pumpions, water-melons and musk-melons," and the country abounded with "grapes, large figs and peaches." His voyage occupied five months, having, "after several known apparent dangers, both by sea and land," cast anchor in *Carlisle Bay*, Barbadoes, "our long wished for and much

desired port," on 6th January, 166¾, "to render an account of our Discovery the verity of which we aver." It is signed by "Anthony Long, William Hilton, Peter Fabian."

In 1665 the Proprietors themselves entered on the task of colonization with a persistency and a disregard of outlay which recalls the early days of the Virginia Colony. In October of that year, they sent forth an expedition on a voyage of discovery in the region of country previously visited by Hilton. It was placed in charge of Sir John Yeamans, who seems to have been a prominent person in the English Colony of Barbadoes at that period, but the plans were finally executed by Robert Sandford, an official, representing the Lords Proprietors in the "County of Clarendon, on Cape Feare River."

His adventures, told by himself, with great fulness and graphic simplicity, recall the days of Amidas and Gosnold. He explored the coast from Charles River to Port Royal, and followed the course of a river for thirty miles inland, delighted with the kindness of the Indians, and the richness of the country. He was also accompanied on this voyage by Dr. Woodward, a friend of the Earl of Shaftesbury, and his name appears frequently in the annals of Carolina.

Among the transcripts of the "Shaftesbury Papers," owned by the City Council, is this manuscript of thirty-six pages: "Being the Relation of a Voyage on the Coast of the Province of Carolina, formerly called Florida, in the Continent of Northern America from Charles River, neere Cape Feare, in the County of Clarendon, and the lat. of 34: deg: to Port Royall in the North. Lat. of 32 deg: begun 14th June, 1666—performed by Robert Sandford, Esq., Secretary and Cheife Register for the Right Hon'ble the Lords Proprietors of their County of Clarendon, in the Province aforesaid." This record gives an authenthic and complete narrative of the first well considered and successful effort to prepare for a Colony in Carolina. From it I learn, that in 1665 the Lords Proprietors constituted Sir John Yeamans, Baronet, their Lt. Gen'l with ample powers for placing a Colony in some of the Rivers to the Southward

and Westward of Cape Romano, who departing from the Island of the Barbadoes in October 1665 in a fly boate of about 150 tons, accompanied by a small friggate of his own and a sloop, purchased by a common purse for the Service of the Colony, after they had been Separated by a great Storm att Sea, wherein the frigate lost all her masts and himself had liked to have been foundered they were all brought together againe in the beginning of Nov. to an anchor, before the mouth of Charles River, near Cape Feare. Subsequently a violent gale totally wrecked the Fly Boate with the greatest part of the provisions, clothes, magazine of arms, powder and other military furniture of the Expedition, but no lives were lost. The necessities of the Colonists at Cape Feare were so great however that Sir John Yeamans was constrained to consent to have the Sloope go to Virginia for supplies, and the losses incurred compelled him to Return at once to Barbadoes, 'yett that the designe of the Southern Settlement might not wholly fall, he conditioned with the freighters of the Sloope that in case she miscarryed in her Virginia voyage, they should hire Capt. Edward Stanyon's vessel, then in their harbour, but bound for Barbadoes, to perform the discovery, and left a commission with me for effecting it, upon the Return of the Sloope or of Capt. Stanyon, which should first happen.' The Sloope in her coming home from Virginia laden with vituall, 'being Ready by Reason of her extreme Rotteness in her timbers to sinke,' was driven on Cape Lookout and lost, with two of the crew, the balance making their way through the Sound to Roanoke Island."

Captain Stanyon, returning from Barbadoes "weakely maned and without any second to himself, driven to and fro on the sea for many weeks by contrary winds and conquered with care vexation and watching, lost his Reason and after many wild extravagancyes leapt overboard and was lost," leaving his small company and vessel to be brought by a miraculous Providence after many wanderings back to Charles River.

"I had now a vessell to performe my Southern Expedi-

tion, but disfurnished of a master and none here skilled in navigation to be persuaded to the voyage, least therefore a worke so necessary to promote the Settlement of this Province, sh'd be poorly left, without an attempt, Myself undertooke the office, though noe better capacitated for it, than a little Reading in the Mathematicks had Rendered me, with the helpe of a few observations, made whilst a passenger in some late Sea voyages to divert their tedium."

It was not until the 16th June, 1666, that he left Charles River, in a sloop of 15 tons with seventeen of the Colony; himself, two men and a boy being the ships company, with a small shallope of three tons "belonging to ye Lords Proprietors," and appointed by the "Lt Gen'l to that Service in which I placed Henry Brayne of some experience in Sea matters and two other men."

It is not possible to do more than mention that the first entrance he effected was at "Edistoh,"* where he found the land a "rich fatt Soyle, black mould on the topp"—and had pleasant interviews with the Indians; Shadoo, the captain of the tribe having been at Barbadoes. I find this interesting item: "Amongst these Indians was one, who used to come with the Southern Indians to trade with us att Charles Town in Clarendon, and is known by the name of *Cassique*, he belongeth to the Country of Kiwaha, and was very earnest with me, to go with my vessel thither, assuring me a broad deep entrance and promising a large welcome and plentiful entertainment and trade. I told him I must first go to Port Royall and that in my Returne I would see his country, but for his better security, he would need accompany me to Port Royall, and be my Pilot for their River," and actually did so. The narrative of this visit to "Edistoh" is quite extensive and most interesting, but can only be so referred to here. The voyage was resumed towards Port Royal, and in the first days of July both vessels arrived there. The country was viewed in various directions, the numerous water courses explored, and the Indians told them of a great river, "that run far into the

*North Edisto.

Continent," which I infer was the Savannah River. The voyagers were greatly impressed with numerous oyster banks and piles of oyster shells at many points, and concluded it would "put an additional value upon the Settlement that shall be made here," having such "necessary material for lime for many ages;" and near by, "finde clay for making brick and tile"—while "the great and frequent sculls of fish we mett with give us expectation of advantage and employment." I quote the following narrative of the conclusion of their visit to Port Royal, to illustrate the friendly reception of the Indians here, as at "Edistoh," and the mutual confidence exhibited on both sides, by the receiving and giving of hostages. Another interesting episode is the persistent efforts of the "Cassique," from Kiawah, to induce the voyagers to visit his country.

"The next day being the 7th of July, I tooke in some fresh water purposing that night to leave Port Royall and return homeward, haveing in the discovery already made exceeded all our owne, and therefore confident to answere all other expectacons, besides each mans proper occasion hastened him and the consideration of the charge of the vessell hired, att five and twenty pounds sterling per month made us earnest not to detain her a minute of time unnecessarily. Wee also designed ourselves some daies to see the country of Kywaha, one of whose Inhabitants remained still with us, for that onely purpose; But a little before night the Cassique of Port Royall came aboard and brought with him a propper young fellow, whome hee made mee to understand to bee his sister's sonne. Hee demanded of mee when I would retorne thither, and shewing mee the moone, asked, whether within three times of her compleating her orbe? I told him noe, but in tenn monthes I would; hee seemed troubled att the length of time and as it were begged mee to come in five; But I continued my first given number, att length hee gave mee this young fellowe, told mee hee should goe and retorne with mee and that I must clothe him and then hee asked mee when I would sayle, I told him presently that night, but hee very much impor-

tuned mee to stay until the next day, that hee might prepare mee some venison, and made signes as hee parted, that if in the morning hee should not see mee hee should crye, and soe hee left mee, and the Indian with mee ; I was somewhat pleased with the adventure, haveing before I came on the Discovery wished that if I liked the Country I might prevaile with the Indians to tell one of their Nacon, to goe with mee, I leaving an English man in their roome for the mutuall learning their language, and to that purpose one of my Company Mr. Henry Woodward a chirurgeon, had before I sett out assured mee his resolucon to stay with the Indians if I should thinke convenient, wherefore I resolved to stay till the morning to see if the Indians would remaine constant in this Intencon, according to which I purposed to treat further with them on the morrowe, therefore I went a shoare to their Towne tooke Woodward and the Indian with mee and in presence of all the Inhabitants of the place and of the fellows relacons asked if they approved of his goeing along with mee, they all with one voyce consented, after some pause I called the Cassique and another old man (His second in authority) and their wives and in sight and hearing of the whole Towne, delivered Woodward into their charge, telling them that when I retorned I would require him att their hands. They received him with such high Testimonyes of Joy and thankfullnes as hughely confirmed to me their great desire of our friendshipp and society. The Cassique placed Woodward by him uppon the Throne and after lead him forth and shewed him a large field of maiz which hee told him should be his, then hee brought him, the sister of the Indian that I had with mee telling him that shee should tend him and dresse his victualls and be careful of him that soe her Brother might be the better used amongst us. I stayed a while being wounderous civilly treated, after their manner and giveing Woodward formall possession of the whole Country, to hold as Tennant att Will of the Right Hono'ble the Lords Proprietors, I retorned aboard and imediately weighed and fell downe towards the sea." On the 10th of July in the

morning, "I was fayre before ye River that leadeth into the country of Kywaha,* but the Indian of that place, who undertook to be my guide and had accompanied me from Edistow for that sole purpose, would not know it to be the same, but "affirmed that it was more Easterly; This confidence of his made mee stand away, and when it was too late his error was discovered and the wind not favoring my return wee proceeded on our journey and on the 12th July entered Charles River, and landed at Charles Town, County of Clarendon."

Referring to the opening of which he had sailed up to and which was not entered, Sandford says "the River lyes in a bay between 'Harvey Haven' and 'Cape St. Romano' where we found seven or eight fathoms water very neere the shore, and not the least appearance of shoales or dangers in any part of itt. It shewes with a very faire large opening cleare of any fflatts or bareing in ye entrance, only before the Easterne point wee sawe a beach but not farre out, I persuade myself it lead into an excellent Country, in hopes that it may prove worthy the dignity, I called the River Ashley from the Right Hon'ble Anothony Lord Ashley, and to take away every little Remaine of forraigne title to this Province, I blotted out the name St. Romano putt before the next Easterly Cape, and writt Cape Cartrett in the roome, to evidence the more Reall Right of Sir George Cartrett, as he is a Lord Proprietor of Carolina." It thus appears that the brave and adventurous Mr. Robert Sandford, gave a name to one of our Rivers without having explored it, and nearly four years before it was entered by an Englishman, which name survives to this day—while his patriotic purpose to affix the name of another Lord Proprietor on "the next Easterly Cape," has failed—Cape Romano survives, with the loss of only a single letter—being on the maps now as Cape Roman.

In 1667 the Proprietors determined to found a Colony in the region explored by Sandford. The settlement was to be composed of emigrants from England, reinforced by others

*Charleston Harbor.

from Ireland, Barbadoes and the Bermudas. It seems to have required more than two years for preparations, and the extent and completeness of this undertaking may be inferred by the outlay of £12,000 ($60,000), a large sum of money at that date, equal to four times in present money values.

To accomplish this, three vessels had been purchased and laden with stores, merchandise, munitions of war, and all equipments necessary for planting and propagating a Colony of 200 people, a number that was believed would be strong enough for self-protection and to begin a permanent settlement. On the 17th August, 1669, we find the frigate "*Carolina*," the "*Port Royall*," and the sloop "*Albemarle*" at anchor in the Downes with their crews, ninety-three passengers, and supplies of all kinds, all aboard and ready for sea. The copy of the original letter, which gives the names of those passengers embarking is most interesting, and an examination of the family names shows some surviving at this date.

These for the Right Ho'ble the Lo'd Ashley att his house near Excetter House, in the Strande, London.

FROM ABOARD THE "CAROLINA."
NOW RIDING IN THE DOWNES, August the 10th, 1669.

MAY IT PLEASE YO'R LO'HP: This (after begging yo'r Honor's pardon) is to give yo'r Lo'hp a perfect accompt that we are with our shipps now ridinge att anker in the Downes. And may itt please yo'r Honor, I hope to yo'r Lo'hp satisfaccon, I have taken all the care I cann, although very troublesome to fitt out and make ready with what expedicon I possible could, all the shipps now onely by the permission of the Almighty, expectinge a good winde and beinge well fitted with, and by the leave of God, I doe intende to waye and sett to sayle, expectinge under God a good and prosperous voyadge for Ireland into the Port of Kingsale, and upon our arrivall from thence yo'r Honor shall receive a more fuller accompt than I att present cann give yo'r Lo'hp. I have here enclosed sent yo'r Honor a particular accompt of what passengers are aboard. First Masters and then Servants and then those persons that are single and have noe Servants, which, with yo'r Lo'hp's pardonn, is all at present from yo'r Lo'hp's most humble and obediente Servant,

JOSEPH WEST.

A List of all such Masters, free Passengers and S'v't's, which are now aboard the *Carolina*, now ridinge in the Downes, August the 10th, 1669:

CAPT. SULLIVAN.

Ralph Marshall.
Rich. Allexander.
Tho. Kinge.
Eliz. Mathews.
James Montgomery.
Stephen Wheelwright.
Eliz. Dimmocke.

STEP BULL.

Robt. Done.
Tho. Ingram.
John Larmouth.
Burnaby Bull.
Jonathan Barker.
Dudley Widgier.

ED. HOLLIS AND JOS. DALTON.

George Prideox.
Henry Price.
John Dawson.
Alfrd Harleston.
Susanna Kinder.
Thomas Younge.
Will. Chambers.
Will. Roades.
Jane Lawson.

THO. (THE FIRST LANDGRAVE) AND PAULE SMITH.

Alce Rixe.
Jo. Burroughs.
Eliz. Smith.
Francis Neone.
Jo. Hudlesworth.
Hugh Wigleston.
Andrew Boorne.

HAMBLETON (JNO. HAMILTON).

Tho. Gourden.
Jo. Frizen.
Edw. Young.
Samuell Morris.
Agnis Payne.
Will. Lumsden.
Step. Flinte.
Jo. Thomson.
Tho. Southell.
Jo. Reed.

JO. RIVERS.

Tho. Poole.
Henry Burgen.
Rob. Williams.
Math. Smallwood

NICH. CARTHWRIGHT.

Tho. Gubbs.
Martin Bedson.
Will Jenkins.
Jo. Loyde.
Step. Price.

MORRIS MATHEWS.

Abra. Phillips.
Mathew Hewitt.
Reighnold Barefoot.
Eliz. Currle.

WILL. BOWMAN.

Abraham Smith.
Millicent Howe.

DOCTOR WILL. SCRIVENER.

Margaret Tuder.

WILL. OWENS.

John Humphreys. Christopher Swade.
John Borley.

THO. MIDDLETON—ELIZ. UXOR EJUS.

Rich. Wright. Tho. Wormes.

SAMUELL WEST.

Andrew Searle. Will. West.

JOSEPH BAILEY.

John Carmichaell.

Passengers that have noe servants:

Mr. Tho. Rideall. Mr. Will. Houghton.
Mr. Will. Hennis. Mr. Tho. Humfreys.
Eliz. Humphreys. Marie Clerke.
Sampson Darkenwell. Nathanyell Darkenwell.
Mrs. Sarah Erpe. Eliz. Erpe.
Martha Powell. Mrs. Mary Erpe.
Thomas Motteshed.

The anniversary by which we are assembled, carries us in memory to that landing on the Ashley in 1670, from which small settlement, despite wars, disease and great privations, has grown up in the environment of Province, Colony and State, this city and people, who, from the earliest times down through all the governmental changes since, in peace and in war, have borne themselves always on the highest plane of honor and duty.

Our first thoughts, then, are of those earliest emigrants, pioneers in "the settlement of an immense hunting ground, filled with wild animals, overgrown with forests, partly covered with swamps, and roamed over rather than inhabited, by a great number of savage tribes, subsisting on the chase, and accustomed to war among each other." In the midst of such conditions these colonists laid the foundation, and their descendants reared this noted city; enduring hardships, facing the Indian and the wild beast, and at times pestilence and famine. They were plain, earnest, hard-working people, who had left native land and crossed the ocean; their compelling motive, the enjoyment of civil and religious liberty; their hope, to secure a larger opportunity of life, and work for themselves and children.

In the latter part of August, 1669, these three vessels, the *Carolina*, *Port Royall* and *Albemarle*, sailed from England and arrived at Kingsayle, Ireland, about 1st September. Here they hoped to find additional colonists, but after being detained, by adverse winds, longer than they anticipated, were much disappointed, and they departed on the 18th of September, having secured only seven persons.

From Kingsayle their prows were turned Westward and Southward for the island of Barbadoes, which they reached late in October following. This objective point of the voyage is explained by the fact that the planters of Barbadoes had previously taken an interest in the intended new settlement, and had furnished means to that end.

Sir Peter Colleton, one of the Proprietors, was a large planter in Barbadoes, and his brother, Thos. Colleton, (who lived there) was the person to whom the expedition was "consigned." Sir John Yeamans (on account of his experience in Colonies) had been appointed Governor in 1665, to make the adventure; but his ill success with his Cape Fear Colony had cooled the fervor of the Proprietors, who, though they recommended the expedition to his care and assistance, did not re-appoint him its Governor, but sent a blank commission to be filled according to circumstances.

This island was over-populated, and the inhabitants were continually leaving for the Bahamas and other Islands, in quest of planting lands. It was thought that over 100 inhabitants for settling new plantations could be secured here. The Barbadian planters had been for years anxious to make the settlement, and many of the chief planters had, some years before, offered to join in it, and had subscribed one or more thousand pounds towards the discovery, &c. For which they were to have lands, &c.; *see* Barbadoes Concessions, List of Adventurers in Mr. Saulsbury's Report, Council Journals, &c.

While lying here, a gale struck the fleet, and on 2d November, 1869, the *Albemarle* was driven on the rocks of the coast and shipwrecked. One of the cables of the *Carolina* was also broken, and the *Port Royal* lost an anchor and a cable.

To save the ships' stores for the remaining voyage, many were put ashore until the 23d, when repairs could be completed and another sloop hired to continue the journey. Another vessel was procured in place of the *Albemarle.*

The fleet sailed from Barbadoes for Port Royal, for Jos. West, writing from Barbadoes to Lord Ashley, says: "The People here seemingly show a great inclinacon for Porte Royall. Sir Jno. Yeamans being resolved to goe downe doth give good encouradgm't, and will hope to make our complem't of 200 persons." The next place, however, at which we find the *Carolina*, is Bermuda Island.

Leaving Barbadoes, and meeting with bad weather, the *Port Royal* was forced to put in at Nevis, a British West India Island, in latitude 17° 14' N., where Sir Jno. Yeamans put on board one Christopher Barrowe, with instructions to pilot the ship to Port Royal. From Nevis they had good weather until near land, when they were parted from the fleet. For six weeks they were beating from place to place by reason of bad weather, being three times driven off land and nearly perishing for water.

By advice of Barrowe they sailed Southward for fair weather and endeavored to touch at the Bahama Islands. Near the Island of Munjake, near Abaco, one of the Bahamas, they were cast away 12th January, $166\frac{9}{10}$. By means of the small boat all were put safely on shore, but many lost their lives on the Island. Here Russell, the Master of the *Port Royal*, built a boat with which they got to the Island of Eleuthera, another of the Bahamas, where he hired a shallop and sailed to New Providence, whence most got transportation to Bermuda. The rest they left at Providence, except Barrowe and his wife, who went to New York.

At Bermuda Sir John Yeamans wholly withdrew from the management of the expedition, and *persuaded* the adventurers to take Col. Wm. Sayle, "a man of no great sufficiency, yet the ablest I could then meet with," as he describes him, to accept the office of Governor to the new Colony, and caused his name to be inserted in a blank com-

mission which he had from the Lords Proprietors, assigning as his reason for this course, that he was "obliged to return to Barbadoes to be in readiness to act as one of the commissioners, previously appointed, for negotiating with French commissioners the affair of St. Christopher."*

Also, that Sayle being a Bermudian, he thought it might induce others of that Island to embark. This gave rise to much discontent, and two of the party in particular, Wm. Scrivener and Wm. Owens, were for bringing suit against Sir John, but the matter was "salved over," and the expedition sailed from Bermuda 26th February, $166\frac{9}{10}$, a sloop having been procured here in place of the *Port Royal.*

After leaving Bermuda the expedition encountered bad weather again and were once more separated, the *Carolina* and the Bermuda sloop seeming to keep near each other, but the Barbadian sloop had a separate experience of her own, not coming up with the other vessels until about the 23d May, and more than a month after their arrival at Albemarle Point, Ashley River.

Mr. Carteret, who was in the *Carolina*, gives the following account of her trip from Bermuda:

"Sayling thence, on Feb'y 26th, we came up with land between Cape Romano and Port Royall at a place called 'Sowee' or 'Sewee,' and next day brought the ship in, through a very handsome channel and lay there at anchor a week."

From a careful examination of the oldest maps available, I conclude that this locality was what is now Bull's Bay. The Indians told them that the "Westoes" had "ruinated" St. Helena, and the country Northward as far as Kiawah (Ashley River), about a day's journey distant.

We have recorded the visit of the "Cassique" from Kywaha in Sandford's vessel in 1666, when at Edistoh, South of the Ashley, over three years previous, and it is certainly

* Another writer describes Governor Sayle as "of Bermuda, a Puritan and non-Conformist, whose religious bigotry, advanced age and failing health promised badly for the discharge of the task before him."

a curious coincidence that at "Sewee," North of the Ashley, we should find in the later account this statement :

"The Cassique of Kiawah, and most of his people soon came, to the vicinity of the ships, and were loud in their praises of Kiawah. Taking him aboard, after a conference, they left their anchorage and sailed to the Southward, and entered Port Royal River. It was two days before they could communicate with the Indians who confirmed what had been told at Sewee."

Was it one and the same Indian chief that made the voyages to Port Royal, with two different parties of English with an interval of nearly four years, telling to each, captivating stories of the richness of the lands of Kiawah, and if this be so, is it not singular that his declared purpose in $166\frac{3}{6}\frac{}{6}$ should have been accomplished in 1670?

THE FIRST ELECTION IN CAROLINA.

During their short stay at and near Port Royal, perhaps while at St. Helena Island, it is interesting to note that the first election held in Carolina took place. The record says the Governor summoned all the *freemen* to elect five men "to be of the Council." Wm. Owens, who by this time had developed into an active politician, was "wholey rejected," and the freeholders chose as their representatives, Paul Smith, Robert Done, Ralph Marshall, Samuel West and Joseph Dalton, "which accordingly was recorded." These were the first Commissioners elected by the Colonists at their landing. But Wm. Owens, "always itching to be in authority," censured the legality of the election, whereupon, the freeholders, or the major part of them, met a second time and *confirmed* their former election, "by subscribing of their severall names." They then left Port Royal and ran in between St. Helena Island and Combahee. Many went ashore at St. Helena, and found the land good and many peach trees. From this point the Bermuda sloop was dispatched to Kiawah to view that land, so much com-

mended by the Caseeka, and word was brought back that the land there was better to plant, and the matter was discussed whether to remove there or not. The Governor favoring Kiawah, it was determined to land permanently there, and weighing anchor the vessels stood to the Northward, and entering the Ashley, the Colony landed at "Albemarle Point." This must have been in April, making allowance for the time spent to the Southward.

Mr. Morris Mathews' account, who was in the Barbadian sloop, procured to supply the place of the *Albemarle*, which was lost at Barbadoes, enables us to follow this sloop in her perils, after leaving Bermuda.

On 15th May, through stress of weather, she was forced into the Island of St. Katherina, about latitude 31° where they proceed to "wood and water" the vessel. They traded with the Indians, and entertained them aboard the vessel. On the next day, a semi-Spaniard Indian came aboard with a present of bread, &c., for the Master, and promised pork in exchange for truck. Upon the 17th inst., the Master and mate and Mr. Rivers, three seamen and one man-servant, went ashore with truck, to buy pork for the sloop's use. Also, two men servants went to cut wood, and two females to wash linen. The Spaniards and Indians treacherously made prisoners of a part or all ashore, and commanded the sloop "to yield to the sovereignty of St. Domingo." This demand was politely declined, on the ground that there was neither wind with which to bring the vessel in, nor small boat with which to come ashore. They importuned for the release of their Captain and the other prisoners, but all to no purpose. The Spaniards and Indians, finding that their orders were not to be obeyed, opened fire from the shore with their muskets and bows, but only succeeded in damaging the vessel's sails. The next day, a favorable wind springing up, the men aboard the sloop gave the Indians a parting salute with their muskets, which sent them all behind the trees, and hauled the ship out of gun-shot. Leaving this Island, several days were spent in sailing about the Carolina coast, until they

arrived opposite what proved to be Odistash. Here the Indians welcomed them, told them of the English at Kiawah, and also of one Captain Sheedon and Captain Alush ashore, who desired to speak with them. This Sheedon may have been the Shadoo spoken of by Hilton. They here met *Captain Sheedon and Captain Alush* (who were at Barbadoes), and many more. This Sheedon told them that "Ye English with *two* shipps had been at Port Royall and were now at Keyawah," and offered to show them the way over. The next morning they arrived at the entrance to Keyawah, where they met the Bermudian sloop going out fishing, which piloted them into Keyawah River. The prisoners taken by the Spaniards had been subsequently sent to St. Augustine.

The colonists were once more united. Two out of the three ships that sailed from the Thames had gone to bottom and some lives had been lost. Just how many of the original settlers arrived at Kiawah, we are unable to ascertain from the papers before us. Besides, others were taken aboard at Barbadoes and probably at Bermuda also. One ship only of the original expedition reached the desired port. Five vessels, at least, had been employed in landing the colonists at Kiawah from the time they left the Thames. In May, 1670, the *Carolina* was sent to Virginia for provisions, and on the 27th day of June the Barbadoes shallop was sent to Bermuda, possibly for settlers or on a similar errand for supplies. The *Carolina* returned on the 22d of August to Kiawah, and early in September was sent to Barbadoes, where she was in November, and whence she returned early in the new year with sixty-four new settlers, the *John and Thomas* bringing forty-two more. So it appears that a very ingenious Indian chief, the Cassique of Kiawah, who has not been known before as an historical character, is responsible for the final location on the Ashley, which, early in 1671, numbered over two hundred inhabitants, and was called in honor of the reigning King, Charles Town.

WANT OF A CLERGYMAN.

A glimpse of the affairs of the little Colony in the first weeks of their new life, is presented in the following letter and narrative:

ALBEMARLE POINT, June 25th, 1670.

Governor Sayle to Lord Ashley:

"Though we are (att pr'sent) under some straight for want of provision (incident to the best of new plantations), yet we doubt not (through the goodness of God) of remits from sundry places to w'ch we have sent. But there is *one thing* which lyes very heavy upon us, the want of a Godly and orthodox Minist'r w'ch I and many others of us have ever lived under, as the greatest of o'r Mercys. May it please your Lords'p in my late country of Bermudas, there are divers Minist'rs of whom there is one Mr. Sampson Bond heretofore of long standing in Exeter Colledge in Oxford, and ordaigned by the late Bishop of Exeter, the the ole Do'r Joseph Hall. And by a commission from the Earl of Manchester and company for the Sumer Islands sent theere in the yeere 1662, for the term of three yeeres, under whose powerfull and soul-edefying Ministry I have lived about eight yeeres last past: There was nothing in all this world soe grievous to my spirit, as the thought of parting with his Godly society and faithfull ministry. But I did a little comfort myself that it might please y'r Lord by some good measures or other to enclyne his heart to come after us, who hath little respect from some who are now in authority in Bermudas w'ch is a great discouragm'nt to him, w'ch is taken notice off in other places, and he is invited to Boston in New England and to New York by the Govern'r there with tenders of large encouragement if he will come to ye one or other place. I have likewise writt most earnestly to him desiring that he would come and sitt downe with us, assuring him that it is not only my urgent request but withall the most hearty request of ye Colony in generall, who were exceed-

ingly affected with him and his ministry all the tyme they were in Bermudas."

The Lords Proprietors authorized an offer being made to Mr. Bond of 500 acres of land and £40 per annum to come to Carolina, but we have not discovered that he ever accepted the same.

FIRST ATTEMPT AT A PARLIAMENT, AND THE EARLIEST POLITICIAN IN CAROLINA.

The coincidence of date is again remarkable, as the narrative reads that "On 4th July 1670 the Gov'r and Council having been informed 'how much the Sabbath day was prophanely violated, and of divers other *grand abuses* practiced by the people to the great dishonor of God Almighty and the destruction of good neighborhood,' did 'seriously consider,' by which way or means the same might be redressed—but finding the number of *freeholders* in the Colony 'nott neere sufficient to elect a Parliam't,' the Gov'r with the consent of his Council made such orders as were thought convenient to suppress the abuses, and summoned *all the people* to hear the orders; all the *freemen* consenting thereunto, the orders were published. Whereupon, Wm. Owens, 'willing to doe any thing, though ever so ill in itt selfe, rather than not to apeare to be a man of accon (action), persuaded the people, that without a *Parliament*, no such orders ought or could passe.' While the Gov'r and Council were discussing this and other matters he persuaded the people to elect a Parliament among themselves, which they did and *returned* to the said Governor. But after the names of the elect had been taken down, by Wm. Owens, it is recorded, they left *him* and his *paper*, without taking further notice of him, or their own 'election into dignity.'"

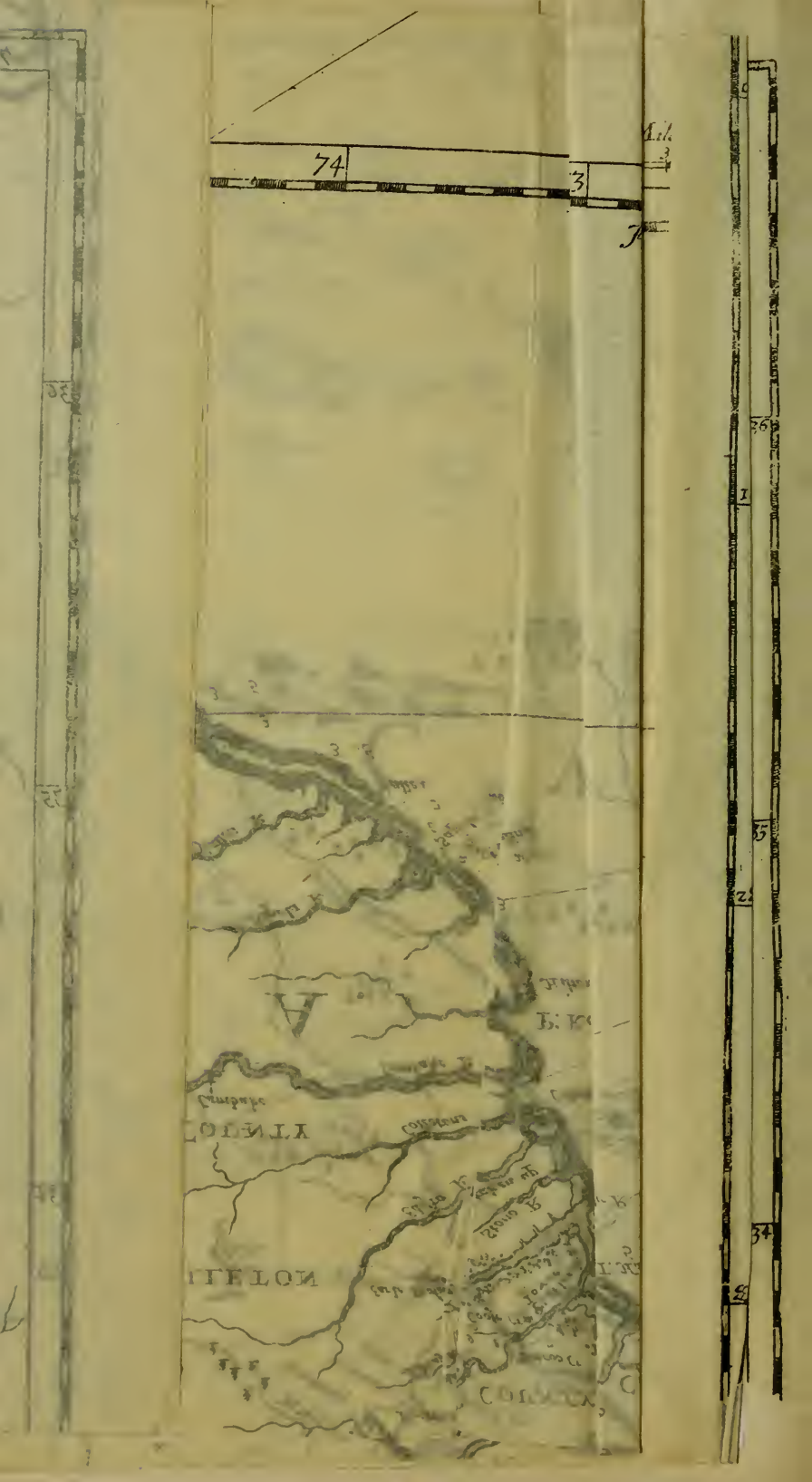
This was the first attempt at a Parliament.

DEATH OF GOVERNOR SAYLE.

It is curious that in those early days the dates of 4th March and 4th July should mark important events. The Governor died on the 4th March, 1671, aged about 80 years.

Fold-out Placeholder

This fold-out is being digitized, and will be inserte
future date.



A very short time before his death he nominated Joseph West as his successor, then the leading man in the Colony. This action was ratified by the Council after Sayle's death, until they could hear from the Lords Proprietors. They strongly opposed Sir John Yeamans' appointment, as he had abandoned them in their distress at Bermuda. Nevertheless he arrived with a commission as Governor, and was "disgusted that the people did not incline to salute him as Governor." Then followed the first disagreement in the Colony, growing out of the rivalry between Yeamans and West, the dissolution of the first Parliament and a popular discontent which found expression in the declaration that "Sir John intended to make this a Cape Feare settlement." Yeamans finally entered upon his duties as Governor, as West was made "Register of the Province."

The map hereto annexed is curious in many respects, and interesting for the names of the land-holders printed thereon, on both sides of the Ashley and Cooper Rivers. The exact date cannot be ascertained, but it was doubtless previous to 1700.

POPULATION AND ITS SOURCES.

No reader of the history of Europe in the sixteenth and seventeenth centuries can be otherwise than impressed with the religious agitations that marked that period. The religious troubles consequent upon the separation of Luther and his followers from the See of Rome, were felt in many countries of Western Europe, and one hundred and twenty years after Luther's historic interview with the Emperor Charles V, at Worms, the author of Paradise Lost wrote his plaintive lamentation concerning the religious status of the people of Christian England. "What numbers of faithful free-born Englishmen and good Christians have been constrained to forsake their dearest home, their friends and kindred, whom nothing but the wide ocean and the savage deserts of America could hide and shelter from the fury of the Bishops! Oh, if we could but see the shape of our dear Mother Country, as poets are wont to give her a personal form to what they

please, how could she appear, think ye, but in mourning weeds, with ashes upon her head, and tears abundantly flowing from her eyes, to behold so many of her children exposed at once and thrust from things of dearest necessity, because their conscience could not assent to things which the Bishops thought indifferent. * * * * * I shall believe there cannot be a more ill-boding sign to a nation than when the inhabitants, to avoid insufferable grievances at home, are enforced, by heaps, to forsake their native country."

In the causes which led to the rapid peopling of our country, this utterance of Milton is full of significance, and the story of the flow of population to America might be correctly written by denominations. Our purpose, however, is only to state this as a potent factor in the great Westward bound current of population, and endeavor to show the sources as well as the growth of population in our city.

However easy this may seem, it is full of difficulties. Charles Town was the port of the Province, and through it thousands passed to the interior of Carolina and to Georgia, so that it has been a work of great labor to gather approximately correct information from numerous scattered authorities as to the numbers and composition of the town population.

The colonists under Governor Sayle, as already stated, left England in August, 1669, and, as appointed, stopped at Kingsale, Ireland, and the Barbadoes; sailing thence, the fleet was scattered and driven by stress of weather to Bermuda and other points, and finally in March, 1670, seven months after leaving the Thames, looked for the first time upon the coast of Carolina, and in the following month, after several changes, finally settled on the Ashley. The first settlers then were English and Irish, and the inference from the tenor of these Shaftesbury papers is, that the long stay at the English Islands where they stopped was partly for the purpose of augmenting their numbers, but nothing is known of the nationality of those who may have joined the ships there.

The first German that set foot in Carolina was John Lederer, who was sent by Governor William Berkeley, of Virginia, to explore the lands lying South and West of James River; from his map of the country which he explored, as well as from his journal, we learn that he passed through North Carolina, and as far South as the Santee River in South Carolina. He was a man of learning; his journal was written in the Latin language, and his map indicates a knowledge of geographical calculation. The translator of his journal, Sir William Talbot, Governor of Maryland, also speaks highly of his literary attainments.

Lederer made his journey through the primeval forests, inhabited by Indians, *alone* with a single Indian guide. In his journal is this entry: "On 20th May, 1670, with Maj. Harris and 20 Christian horsemen and five Indian Guides, marched from the falls of James River Southward: On 3d June I moved to cross a River to continue our journey, but the rest of the Company were so weary of the Enterprise, that they abandoned it: On the 5th June my company and I parted, good friends—they back again and I with only one Susquehanna Indian, to pursue my first enterprise." Had he crossed the Santee and reached the Ashley, he would have found Governor Sayle and his Colony only just arrived.

The account of this journey was published and circulated, and doubtless had its effect in the settling of Carolina, for it is certain "that in 1680 German emigration had fairly set in." It is worth considering, if this knowledge of the practicability of journeying Southward by land from the older Colonies North may not account for the subsequent overland movement of population into Upper South Carolina, and into the Eastern sections of the State, small at first, but which, before the Revolutionary war, had grown large enough to extensively occupy the lands as far as the Upper and Western boundary of South Carolina on the Savannah River.

Early in 1671, the *Carolina Packet* arrived from Barbadoes with 64 new settlers, the *John and Thomas* bringing in 42, as previously mentioned.

Under date 20th January, 167½, we find the following definite information, as to population, in the correspondence of Secretary Jos. Dalton. To Lord Ashley he writes: "By our records it appears that 337 men and women, 62 children, or persons under 16 yrs of age, is the full number of persons who have arrived in this country, *in* and *since* the *first* fleet out of England to this day, whereof 43 men, 2 women, 3 children are dead, and 16 absent, so as there now remains 263 men able to beare arms, 69 women, 59 children or persons under 16 yrs of age." Here, in a nutshell, was the status of the Colony furnished by the Recording Officer to the Proprietor, about twenty months after the first landing. The plant had taken root, and it was growing steadily; the winds of adversity had only fixed its hold firmly in the soil.

In August, 1671, the Proprietors' ship *Blessing*, arrived from England, "bringing several families," for whom a town was proposed to be laid out on the Stono River, West of Charles Town. During the same month Capt. Halsted sailed for New York, and returned in December with a company of emigrants from the Dutch settlement of Nova Belgia.* A number of families also arrived in the Proprietors' ship *Phœnix*, from the same Province, and were assigned land "to the Southwest on the Ashley," believed to be on James Island, where they laid out land and called

* We find the following entry under date of 5th September, 1671, locating the Dutch settlement of "James Towne": "5 September 1671. At a meeting of the Governour & Councill, on consideration of what disposal should be made of the people arrived in the Lords Proprietors' ship *Blessing*, agreable to the Lords Proprietors' directions. Ordered, a certayne parcell of land conteyneng five and twenty acres Westward from the marsh joyning to the West side of the land laid out for Mr. Thomas Gray, nere this Towne, and soe running along Stonoe Creeke be layed out for the Towne, whereof five acres shall be reserved for a church yard, and the rest of the land backward on the said marsh be preserved for planting lotts for the said people and others who shall hereafter arrive to settle there. And it is further ordered, that the said people shall forthwith goe and settle their several proportions of land alotted to them in and about the said Towne (that is to saye) four poles of land within the Towne for a Towne lott, and five acres without the Towne for a planting lott for every person in each family.—*Journal of Grand Councill.*"

it James Town. This settlement was in after years abandoned, and these Dutch settlers spread themselves through the other settlements. This was the first Colony of Dutch which settled here. Their first home in America having been conquered by the English, they abandoned New York and came to Carolina. "Their industry surmounted incredible hardships, and their success induced many to join them here from Ancient Belgia."

In 1619 a Dutch man-of-war landed in the English Colony of Virginia twenty negroes, who were sold as slaves for life. "Fifty-three years after, on the 19th April, 1672, Sir John Yeamans entered upon his duties as Governor of Carolina, having brought with him from the English Colony of Barbadoes *the first negro slaves* who were seen in Carolina." It is important to fix these dates and circumstances in the subsequent consideration of the subject of population.

The new Governor's entrance upon office was also signalized by several important measures. The one in which we are most interested is his order, of date July 20, 1672, "laying out of a town at 'Oyster Point,' the present site of Charleston," which had been decided upon in the preceding year, and had been first suggested by Governor Sayle.

In the same year "certain persons in Ireland received overtures from the Proprietors in which they conceded to them the free exercise of their religion according to their own discipline." Nothing authoritative can be stated of the religious opinions or numbers of those settlers, but it is believed, from cotemporary references and other circumstantial evidence, that they were the first aggregate of Irish Roman Catholics who came here.

In 1682 Landgraves Morton and Axtell induced immigration to a large extent—five hundred persons arriving in one month "including many persons of good estate."

During the gubernatorial term of Sir Richard Kyrle, of Ireland, there was a considerable movement from Ireland, "under the guidance of Ferguson, which mingled at once with the mass of the inhabitants of Charleston."

"During several years immediately preceding this date

(1683) we begin to recognize more and more distinctly the accession of French Protestants. In the redistribution of lots in Old Charlestown, July 22d, 1672, Richard Batin, Jacques Jours and Richard Deyos received town lots with other freeholders. In 1677 grants were made to John Batton; in 1678 to Jean Bazant and Richard Gaillard; to John Monke in 1682, and in 1683 to Marie Batton, wife of Jean Batton (ci-devant Mary Fosteen). In 1679 the petition of Rene Petit for transporting French Protestant families to Carolina, came before the Committee of Trade and Plantations, in the Council Chamber at Whitehall, and on the 29th of October the petition was granted, and his Majesty Charles II gave orders for fitting out two suitable ships for their conveyance.* One of these vessels was the frigate *Richmond*, which arrived in 1680, bringing out forty-five French refugees. Charles himself bore the expense of their transportation. A more considerable number soon followed in another vessel, also at the expense of the government. It was expected that these French Colonists would be specially useful to the Province by introducing the manufacture of silk and the culture of the olive and vine, but this expectation was not realized."

The revocation of the Edict of Nantes in 1685 resulted in a large addition of population directly from France, and a considerable number after a short residence in the Northern countries of Europe and in New York and other Northern Colonies, repaired to Carolina as having a climate more similar to the one from which they had been driven. Carolina then became a general place of rendezvous for French Protestants. A considerable number remained in Charleston, but very many settled on the Santee and Cooper Rivers, and soon became influential in all that section of the country. "Their church was in Charlestown, thither they repaired

*N. C. B. T., Book II (1679, December 17, Whitehall), Vol. I, page 102. "*To the Governor and Council of Ashley River:* Recommended to their care several families of foreign Protestants who leave with this despatch to settle in Carolina, as being skilled in the manufacture of certain commodities, may instruct the English settlers. * * * A grant to Mr. Rene Petit and Jacob Grenard of 4000 acres of land each."

every Sunday from their plantations on Cooper River. They could be seen, profiting by the tide, arriving by families, in their canoes, at the public landing at the foot of Queen Street, preserving a religious silence, which was alone interrupted by the noise of their oars."

In 1686 there were four Huguenot settlements in Carolina: at Charles-Town, Santee River, St. John's Berkeley and Cooper River. Lawson, Surveyor-General, who visited these settlements in 1700, speaks of the French colonists in highest terms of praise. There has not been, throughout the two centuries since they first came, any better citizenship than has been shown through their seven generations, and if they had only contributed Francis Marion to South Carolina and the Union, they would have won distinction. The lot on which the present or fourth church building stands, at the corner of Church and Queen Streets, is doubtless the oldest continuous title in occupancy and ownership in the city.

In 1680 Lord Cardross took measures for establishing a Colony in Carolina, with a view to furnish a place of refuge to his persecuted brethren. This was destined to Port Royal, as the following paragraph from the records in London shows:

"Several Scotch going from Glasgow to Carolina, are to be permitted to settle at Port Royal, if they so desire, and land to be accorded to them conformably to an agreement (heretofore forwarded) with Sir John Cockram and Sir George Campbell, but in the event of their settling among the English, are to be assigned land upon the same terms as all others who come and settle in the Province. Desire that they may receive all manner of countenance."

"In consequence of an invasion by the Spaniards, the Colony abandoned their lands in 1688.* Many, however,

* In the report of the Committee to the Commons House of Assembly, made in 1741, on the Oglethorpe expedition to St. Augustine, the Committee in assigning reasons for that expedition, *inter alia* assign: "In 1686, peace still subsisting, the Lord Eadross (? Cardross) who had obtained from the Lords Proprietors a Grant of a large Tract of land in Granville County, having just before come over and settled at Beaufort on Port Royal with a number of North Britains, the Spaniards coming in 3 gallies from Augustine landed upon them, killed and whipped a great many after taken in a most cruel and barbarous manner plundered them all and broke up that settlement."

remained in Carolina, who were gathered into congregations under the care of Presbyters, which continued to exist until about the close of the eighteenth century. The only one now surviving is the old "Scots Church in Charleston."

This element of Charleston's population must have always been prominent, for the earliest benevolent society, "The St. Andrews," was founded in 1729, and has had a continuous existence ever since.

Between 1715 and 1745 there were accessions from Scotland, a number of the vanquished Highlanders voluntarily seeking an asylum here.

It was natural that, under the oppressions incident to the times, the thoughts of the persecuted Quakers should turn to a new world, and five years after the settlement on the Ashley, we find the first Quakers arriving under the patronage of the Earl of Shaftesbury himself, whose letter of introduction is hereto appended.

Letter from Shaftesbury to Mr. Percivall, 9th June, 1675, fixes the date of the first departure of "Friends" for Charles Town:

MR. PERCIVALL—There come now in my dogger, Jacob Waite and two or three other familys of those who are called Quakers. These are but the *Harbengers* of a greater number that intend to follow. 'Tis there purpose to take up a whole Colony for themselves and theire Friends here, they promised me to build a town of 30 Houses. I have writ to the Gov'r and councill about them and directed them to set them out 12,000 acres. I would have you be very kind to them and give them all the assistance you can in the choice of a place or anything else that may conduce to theire convenient settlement, for they are people I have a great regard to and am obliged to care of. I am

Your very affectionate friend

SHAFTESBURY.

To Mr. Percivall of St. Giles Plantacon, on Ashley River in Carolina.

The same day, Shaftesbury wrote to the Council directing them to "grant these people a Colony of 12,000 acres, on

condition that within 5 years they build a town of 30 houses and 100 inhabitants at the least, to each of which houses must belong as a home lot 3 score acres inseparably forever, which 3 score acres belonging to each house, they are to have, each householder as he comes, immediately in possession."

In 1696 John Archdale, a Quaker, was appointed Governor, but seems to have served only a few months. That their peculiar religious views were publicly respected, I quote from one of the earliest public Acts: "And whereas there be several inhabitants called Quakers who upon a conscientious principle of Religion, cannot bear arms, and because in certain civil matters, they have been persons obedient to Government and very Ready to disburse their monies in other necessary and public duties—Be it therefore Enacted that all such whom the present Gov'r John Archdale Esq shall judge, that they refuse to bear arms on a conscientious principle of Religion, only shall by a certificate from him be excused." Shecut says:

"*The Friends* or *Quaker Meeting House* was situated without the limits of the town, on the West border of *Governor Archdale's Square*, which occupied the greater proportion of the land from Meeting to King Street and from Queen to Broad Street. The Meeting House occupied the same site on which their present house of worship now stands; the date of its erection is not mentioned by any I have consulted, but it is presumed to have been built shortly after the arrival of Gov. Archdale in 1696, the Governor himself being a Quaker."

This "Quaker Lot" on King Street, just South of Queen Street, is a most interesting locality. It forms part of Governor Archdale's Square, and the occupancy and title date back to among the oldest, without change, in the city. A very interesting narrative prepared by Mr. Chas. J. Allen, of Philadelphia, says: "(1718). After having made use of the lot of ground for a considerable number of years, without any regular title or fee in it, Friends in London applied

to the King in Council to have the property duly vested ;" and this was granted. At least three separate houses of worship have been erected on this lot ; the last was built in 1856, at a cost of $3,751.46, and destroyed by fire in 1861. There are several graves in the lot, but it has long since ceased to be used for its original purpose. The dwelling house in the rear is rented out.

The late Rev. George Howe, D. D., gives the following interesting picture of the population of Carolina in 1685 :

" Fifteen years have now passed since the first permanent settlement of Europeans was made within the bounds of South Carolina. A population of about 2,500 persons have been transferred from the shores of the old Continent, and have established themselves here. A portion of them are of the Established Church of England, to which a majority of the Proprietors belonged. The large majority from the beginning have been Dissenters from that Church. They have come from various portions of Britain or its Colonies, and from France. They are of English, Irish, Scotch, French or Dutch extraction. They have almost all been disciplined in the school of affliction, and their sufferings have, to a large extent, resulted from the conscientious maintenance of their religious opinions against the possessors of influence and power. The majority of them have high and just ideas of personal responsibility, and of civil and religious freedom. They have come to these shores, some to better their condition in things temporal, the majority of those dissenting from the English Church, for freedom to worship God ; some, voluntarily, to escape bitter persecution, and others banished for religion's sake to a savage wilderness. They have been obliged thus far to contend with those inconveniences incident to first settlers in a new country, in a trying climate, with everything to learn, and surrounded by a savage foe."

In 1686 the leading elements of population, classed denominatively, were English Churchmen, Scotch and Irish Presbyterians, Dutch and German Lutherans, French Calvinists, a few Irish Catholics, and Quakers. There were

also various other small elements of population from Bermuda, the West Indies and elsewhere. It is hard to ascertain the relative numbers of each, as many had come singly in the numerous vessels arriving at Charles Town. To give some idea of these ship facilities for reaching this port, it may be stated that there were 16 vessels discharging and loading cargo at one time as early as 1680, ten years after the first landing.

In 1696 there was a small accession of population from New England, mostly passing through Charles Town; a party from Dorchester, Mass., under the Rev. Joseph Lord, settled in a body on the Ashley River, and the ruins of their fort and buildings may yet be seen near Summerville. No considerable groups of settlers are known to have emigrated here between 1696 and 1730, but there was a constant gain in population by every arriving vessel. In 1704 the white population was between five and six thousand for the whole Province. It is impossible to state the numbers in the town with accuracy, but there were only four places of public worship, the Huguenot Church, the First Baptist Church, St. Philip's (Episcopal) Church, and the White Meeting (Presbyterian and Congregational) Church.

During the first ten years on the Ashley, there was a steady increase of growth at "Oyster Point," and a steady decline at "Albemarle Point," which latter was officially abandoned in 1679 in favor of the new settlement. As there were only 2,500 people, including slaves, in the two Ashley River towns, and outside in different places, the numbers of any one denomination in either town may reasonably be supposed to have been very limited. The fundamental Constitution was liberal in construction as to numbers, for it authorized seven persons agreeing among themselves as to belief, &c., to constitute a Church; but, nevertheless, there is no authentic record of there having been a place of public worship in Charles Town previous to 1680.

Between 1730 and 1750 a great addition was made to the population of the Colony, from Switzerland, Holland and

Germany. The dreadful war which scourged the peaceful inhabitants of the Palatinate for so many years drove thousands to America: a portion came here. The vessels that brought them to Charles Town made profitable voyages, because of the full outward cargoes always offering.

When the Province of Nova Scotia, originally settled by the French, was surrendered to the English, by the peace of Utrecht, it was stipulated for the inhabitants that they should hold their lands on condition of taking the oath of allegiance to their new sovereign. With this condition they refused to comply, without annexing a qualification that they should not bear arms—this was allowed by the military commander, but subsequently disallowed by the crown.

In the struggle between France and England for American territory, beginning in 1755, the continuance of Acadian Neutrals in Nova Scotia was not regarded favorably. To expel them from the country with choice of residence, would be to reinforce the French in Canada. It was finally determined to adopt the severe policy of settling them in the English Provinces, and this harsh measure was forthwith put into execution, and about twelve hundred were sent to Charles Town.

From the land of "the forest primeval, the murmuring pines and the hemlocks," these Acadian farmers were thrust forth from their peaceful homes by a Royal edict.

> "When on the falling tide the freighted vessels departed,
> Bearing a nation, with all its household goods, into exile.
> Exile without an end, and without an example in story,
> Far asunder, on separate coasts, the Acadians landed.
> Friendless, homeless, hopeless, they wandered from city to city,
> From the cold lakes of the North to sultry Southern savannas."

Some of those who came here "achieved wealth and distinction and remained in Carolina"; others as soon as peace was declared, left their new Southern homes and made their way back to their native land.

> "Only along the shore of the mournful Atlantic,
> Linger a few Acadian peasants, whose fathers from exile
> Wandered back to their native land to die in its bosom."

They were a frugal hard-working people, and for years some of them plied their vocation as fishermen in this harbor, furnishing our markets with an abundant supply of fish.

As early as 1740, there were several Jewish families in Charleston, and in 1750 they were sufficient in numbers to have a house of worship. This was located in Union, now State Street, near Queen Street; the Rev. Isaac de Costa was the first pastor, and the name of the congregation "Beth Elohim" is preserved to the present day. In 1757 the congregation moved to a building No. 318 King Street, near Hasel Street, and there worshipped until 1780, when they again removed to a building in Hasel Street near the site of the present handsome Synagogue. This last location was purchased in 1795 from the heirs of Nicholas Trott.

Among the names in the first congregation, with the pastor, I find the following: Isaac de Costa, Moses Cohen, Joseph and Meshod Tobias, M. Pementa, David D. Olivera, Abraham de Costa, Mordecai and Levy Shefftall, M. Lazarus and Abraham N. Cardozo.

These names are of foreign accent and are of different climes, and proclaim the far reaching hope, with which fleeing the persecution and the hate of Europe, they sought the peace of home and fireside, civic freedom and religious liberty in this new world.

> "For in the background figures vague and vast
> Of Patriarchs and of Prophets rose sublime,
> And all the great traditions of the past,
> They saw reflected in the coming time."

And a safe refuge it has proved to be where the ancient faith of the fathers might be the unmolested faith of the children from generation to generation—a hope realized in the hospitable city of their adoption, through all its history, to them even as to others.

In the War of Independence, numbers were enrolled in the Army of the Revolution, and upon the formation of the government of the United States, the Jewish citizens of Charleston, New York, Richmond and Philadelphia united

in presenting a congratulatory address to Washington as President of the United States, which was publicly acknowledged.

In 1764 about 600 Palatines arrived here, having been aided to accomplish their journey by the liberality of public-spirited citizens of London, and the friendly aid of the King of England. In the same year there was a third arrival of French Protestants under the Rev. Mr. Gilbert; these finally settled in Abbeville, South Carolina.

Dr. Ramsay, the historian of South Carolina, himself of Irish parentage, alluding to the large foreign Protestant immigration to Charleston, says: "Prior to the American Revolution in 1776, there were very few Roman Catholics in Charleston, and these had *no ministry*."

In a later edition of his history (1809), he says: "But of all other countries, none has furnished the Province with so many inhabitants as Ireland. Scarce a ship sailed from any of its ports for Charleston, that was not crowded with men, women and children. The bounty allowed to new settlers induced numbers of these people to resort to Carolina. The merchants finding this bounty equivalent to the expenses of the passage, persuaded the people to embark. Many causes may be assigned for this spirit of emigration from Ireland, but domestic oppression was the most powerful and prevalent." The period alluded to is between 1784–1809.

The first Roman Catholics to arrive were Irish immigrants, or "Redemptionists," as they were called, from having to work out, upon arrival, the expenses of their passage over.

About 1786, a vessel bound for South America, having on board an Italian priest, put into Charleston and remained for a time. At the request of a few Irishmen, this priest celebrated Mass in an humble abode, to a congregation of about *twelve persons*.

This was the *first* Mass celebrated in Charleston, and may be regarded as the introduction of the Catholic religion to the States of North Carolina, South Carolina and

Georgia, which afterwards constituted the See of Charleston.

The *first* church in this region was erected at Newberne, in 1790, by the Gaston family.

Father O'Reilly, a priest of *Irish* birth, was the *next* to exercise his ministry in behalf of the beginners. He arrived about two years after the Italian, but feeble health prevented his remaining long. Soon after the departure of Father O'Reilly, the Rev. Dr. Keating arrived, and entered upon the discharge of his priestly duties.

In 1789, the Catholics, assisted by their fellow-citizens, purchased for a place of worship a small tract of land near to the town, now Hasel Street, containing an old Methodist Meeting House. This building was fitted up for divine service and called "St. Mary's."

St. Mary's Church was incorporated by an Act of the Legislature in 1790, and in the following year, 1791, the Roman Catholic Church of Charleston was likewise incorporated.

During their dependent state, the Colonies derived their jurisdiction through the Vicar Apostolic of the London District, but after their independence was achieved, Baltimore was selected as a convenient location for an Episcopal See, and the Rev. Jno. Carroll, consecrated on 15th August, 1790, was nominated her Bishop. His Diocese comprised the entire thirteen of the United States of America.

In 1793, the Rev. S. F. O'Gallagher, a native of Dublin, arrived with authority from the Bishop of Baltimore to collect the scattered flock, and repair the house of worship which had almost crumbled into ruin.

He removed the old wooden structure (in Hasel Street), and replaced it with a substantial brick building, which perished in the conflagration of 1838. After the destruction of the latter building, the present one, *St. Mary's*, was erected.

On the 11th July, 1820, the Carolinas and Georgia were separated from the See of Baltimore and placed under the

jurisdiction of a new See erected in Charleston, comprising North Carolina, South Carolina and Georgia.

The Rev. Dr. Jno. England was appointed to the new See, and took possession in December of the same year (1820). He was the *first* Bishop of Charleston. Upon his arrival, the Bishop found only *two* churches occupied, and *two* priests doing duty—one at Charleston and one at Augusta.

Dr. Ramsay says: "Hitherto Carolina had been an asylum to those who fled from tyranny and persecution, to the exile, the weary and heavy laden." In 1793 a new variety of human misery was presented for the exercise of its hospitality. The indiscriminate massacre of Frenchmen in St. Domingo, and their necessary flight, drove thousands to this country, several hundred of whom landed at this port in great distress. They were kindly received in the homes of Charlestonians, until permanent arrangements could be made for them. So great was this misfortune that the Congress of the United States appropriated money for their relief. From a letter of Mr. Edward Randolph to Mr. Daniel DeSaussure, dated Philadelphia, February 27th, 1794, I make the following extract: "I do myself the honor of enclosing to you the copy of an Act passed on the 12th inst., by Congress, for the relief of certain inhabitants of St. Domingo." * * * * "The quota assigned to South Carolina is $1,750, this sum the President consigns to your care and management."

Mr. Daniel DeSaussure, acknowledging the receipt of this letter and enclosure, says: "In July last it was foreseen that a number of these unfortunate people would come here. Several gentlemen associated themselves to receive and distribute such contributions as should be made for their succor, in consequence of which they collected from time to time about $12,500, which has been nearly distributed amongst about 430 people, in supplying them with clothing, blankets and fire-wood during the winter, and in a regular distribution of a certain weekly allowance of

money according to the number in families and circumstances."*

This money contribution of our citizens alone was seven times as great as the proportion of the Congressional appropriation sent to Charleston, but did not represent all that was contributed, not including the large amount of private entertainment. It is equally a pleasure to refer to this incident, as showing the hospitality and generous action of our citizens, as to recall the fact that through all the vicissitudes of nearly a century the St. Domingo refugees and their descendants have invariably discharged their duties as good citizens, in prosperity and adversity.

As germane to the subject of the local population of Charles Town, the dates of the founding of certain Societies composed of citizens of different nationalities and their descendants, will not be uninteresting:

1729—St. Andrew's Society (Scotch).
1733—St. George's Society (English).
1737—South Carolina Society (French Protestants).
1766—German Friendly (German).
1774—Friendly Sons of St. Patrick (Extinct).
1791—Hebrew Orphan Society.
1801—Hibernian Society.

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* The following action was taken by the General Assembly of South Carolina:

In the House of Representatives, December 11, 1793.

Resolved, That the Vendue Tax, arising in the course of the ensuing year, on the property to be sold in the City of Charleston, be and the same is hereby appropriated to the relief of the unhappy sufferers from St. Domingo, and the Treasurer residing in Charleston, is hereby directed to pay the same into the hands of the Committee of the Benevolent Society, for the use of the said sufferers

Ordered, that this resolution be sent to the Senate for their concurrence.

JOHN SANDFORD DART, *C. H. R.*

By order of the House.

In the Senate, December 21, 1793.

Resolved, That this House do concur with the House of Representatives in the foregoing resolution.

Ordered, that the resolution be sent to the House of Representatives.

FELIX WARLEY, *C. S.*

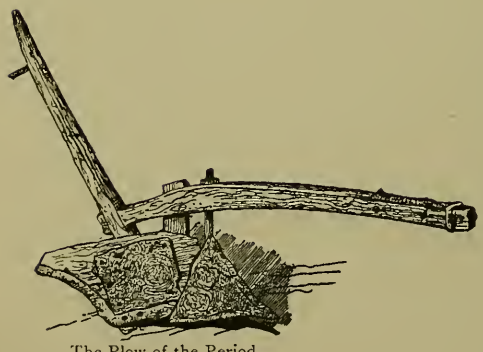
By order of the Senate.

We copy the following figures of population from the United States census. There is a concurrence of opinion as to the inaccuracy of that of 1860, and the enumeration of white population in 1880 is clearly inaccurate, as it shows a less number than in 1870.

POPULATION.

	WHITES.	BLACKS.	TOTAL.
1790	8,089	8,270	16,359
1800	9,630	10,843	20,473
1810	11,568	13,143	24,711
1820	10,653	14,127	24,780
1830	12,828	17,461	30,289
1840	13,030	16,231	29,261
1850	20,012	22,973	42,985
1860	23,321	17,146	40,467
1870	22,749	26,207	48,956
1880	22,699	27,285	49,984

EARLY CROPS AND COMMERCE.



The Plow of the Period.

The peopling of America introduced at once for the nourishment and comfort of the old world, the potato, maize and the turkey; also tobacco, which must be mentioned, even though it may be regarded by many as not in the beneficent group, and yet it has made its way, so to speak, around the world. In the description of England, prefixed to Holinshed's Chronicles, and dated 1586, one of these gifts is mentioned; "of the potato and such venerous roots as are brought to furnish up our banquets, &c., &c." Our colonists found the potato and maize, and no doubt supplied

their tables with turkeys and other game; but, doubtless, the first effort after securing shelter from the elements was to provide for regular and ample supplies of food. The productions of England and the other countries from which the settlers came in the first decade were not particularly suited to the climate of Carolina, and their first planting operations "were injudicious and unsuccessful."

Highland grains, with which they were best acquainted, were not entirely successful in the low sandy soil common to the coast region. The swamps and low grounds were of forbidding aspect, thickly wooded and hard to clear, and even when cleared were not adapted to any crops with which the settlers were then familiar. Stock raising was an early and very profitable employment, and the noble primeval forests presented an inviting field for industry; masts, spars and ship timber of superb material were easily obtained, and pipe staves for the contiguous West India markets were in active demand and in plentiful supply.

Turpentine, tar, rosin and pitch are frequently mentioned in the early exports. A "Complete description of Carolina and the natural advantages thereof," published in London in 1682, thus enlightens us as to the export of tar: "Tarr, made of the Resinous Juice of the pine, they make great quantities yearly, transporting many tuns to Barbadoes, Jamaica and the Caribbee Islands; when boyl'd to a thicker consistance it is Pitch."

Governor Archdale's account of the Province (1707) mentions the arrival in England "of 17 ships from Charles Town, laden with Rice, Skin's, Pitch and Tar." It appears by the Custom House entries, 1730–31, that there sailed within one year from Charles Town two hundred and seven ships which carried, among other goods, 10,754 barrels of pitch, 2,063 of tar, and 1,139 of turpentine—the first mention I can find of the latter article. In a pamphlet entitled "The Importance of the British Plantations in America to the Kingdom," printed in London, 1731, I find, in reference to Carolina, that "the making of Pitch and Tar was often thought impracticable, though now we know where to be

supplied with these two necessaries at a less price than the Danes and Swedes made us pay before that art was taught us."

Beaver, bear, deer, fox, racoons, wild-cats, and other animals, whose skins and furs were valuable, received early attention. Considering the times, the circumstances and the difficulties of transportation with the vast interior, it is surprising to know that as early as 1710, 70,000 deer skins were exported; in 1731 250,000, and in 1748 the seemingly enormous quantity of 600,000. The value of a deer skin then was thirty cents, and the value now about four times that amount; about equal to the difference in the value of money then and now, so that in deer skins the market can be reported steady for two centuries of time.

A gentleman long resident in South Carolina (1731) states that "Charles Town traded with eight thousand Indians, and yet nine hundred hogsheads of rum was the most they ever imported in one year for home consumption and trade with these eight thousand Indians." Evidently the relation of the rum to the volume of trade was considered quite disproportionate.

THE CULTURE OF RICE.

In a bill of lading (1671) from London, per Ship *William and Ralph*, Wm. Jeffreys, Master, bound for Charles Town, Ashley River, there was among other articles in the cargo "a barrel of Rice."

In the curious pamphlet of 1731, previously referred to, but without date, we find "Dr. Woodward's" name mentioned as receiving a parcel of seed rice from "Madagascar," in Charles Town, which was planted and harvested, but he was *ignorant for some years* how to clean it for use. It is likewise "reported that DuBois, Treasurer of the East India Company, did send to Charles Town at an early date a small bag of Seed Rice, some short time after Dr. Woodward's planting of Rice, from whence it is reasonable enough to suppose might come those two sorts called Red Rice—from the redness of the inner husk—and White Rice, though they both clean and become white alike."

Twenty-one years after the first landing, there was an Act of Assembly (September 26th, 1691) conferring a reward on Peter Jacob Guerard, inventor of a pendulum engine for "husking rice," which was superior to *any machine previously used in the Colony*. This proves on high authority that among the grain planting experiments rice had a very early place, and it is more than probable that these, perhaps small plantings, led the way for a better knowledge of the plant, its more general cultivation, and the improvement of its preparation for market. It shows also that the ingenuity of our people had been at an early day at work to find a way to clean the seed. The true date of this machine is probably 1685, and the date of the earliest rice planting must have been previous, and perhaps nearly coeval with the settlement, as Dr. Woodward, it will be remembered, was the first Englishman to reside in Carolina, and was the immediate representative of Shaftesbury.

Dr. Ramsay gives substantially this account of rice culture in Carolina, which is clearly after its introduction:

Governor Thomas Smith had been in Madagascar before he settled in Carolina, and had observed that rice was planted and grew in low moist ground. Having a small area of such land in the garden adjoining his residence on East Bay, at the corner of what is now Longitude Lane, he was satisfied that rice would grow there if seed could be obtained. By a singular coincidence a vessel in distress from Madagascar put into Charles Town harbor in 1694, and the master having known Governor Smith in the island from whence he came, inquired for him. In the interview that took place Governor Smith expressed a wish to obtain some seed rice to plant as an experiment. A small quantity was secured, and was in due season planted in his garden, where the Commercial Cotton Press now stands, or very near that locality towards Church Street. It grew luxuriantly, and this little crop was distributed by Governor Smith among his planting friends, and from this thoughtful beginning, the first great staple commodity of South Carolina took its rise, and soon thereafter became the chief support of the Colony, furnish-

ing cheap food for man and beast, and an annually increasing quantity for export. When it was introduced there were few negroes in the Province, the government unsettled, and the soil, cultivation, and other circumstances most favorable to its growth were unknown. The ravages of pirates on the coast for the twenty years succeeding its first cultivation made all exporting so hazardous as to somewhat limit rice production; but in 1724, after all the adverse circumstances of the period had been surmounted, the home consumption was amply supplied, and eighteen thousand barrels of rice were shipped abroad. In 1760 the surplus over consumption exported had risen to one hundred thousand barrels, and in 1770 to one hundred and twenty thousand barrels, with a value of $1,530,000—or about $13 per package, and, as near as can be ascertained, selling for about three cents per pound.

Let us pause and consider the details of this certainly remarkable result. Rice was then grown on inland swamps, and also on high lands as in many Eastern countries. Experience with succeeding crops demonstrated that the low grounds agreed better with this culture, and so the inland swamps were extensively cleared to increase the crop. In the process of time as these fields became too grassy and stubborn, they were abandoned for new clearings; and so on, until at length the superior advantages of the tide lands and the more complete facilities for irrigation afforded by their location were discovered.

Those of us who have visited a modern tide swamp rice plantation, with its improved drainage, thrashing implements, pounding mill, and labor-saving contrivances, will realize the magnitude of the work done in the Provincial and Colonial period; when it is recalled that the then crops were raised with imperfect facilities of irrigation, that the flail in the hands of the laborer was the only means of separating the grain from the sheaf, and the chaff taken off by grinding in a crude wooden mill; that a rude mortar made of a pine stump, to contain a bushel or less of the grain, with a pestle of seasoned lightwood in the hands of a laborer,

was the only contrivance in use through long years to clean the grain for market. That so slow was this crude process that the task for a male laborer was six pecks a day, and for a female laborer four pecks a day, with their half acre field-task. Consider also the putting up and transportation of this bulky crop; grown largely on interior swamps at a distance from this port and market. In every rice neighborhood or large plantation there was a cooper shop. The pine staves and oak hoops were cut and split near by, made into barrels, the rice packed in them, hauled on wooden sleds by oxen to the nearest water-course, loaded in sloops and sent to Charles Town. When these then available means are compared with the grand result of a large local consumption supplied, and over one hundred and twenty thousand barrels exported from a single crop, that in seeking European markets for this new Carolina rice, it had to meet there in competition the rice of India, China, and the Asiatic Islands, Africa and Southern Europe, and did so successfully, the people who achieved this marvelous work cannot very well be classed as indolent, or wanting in force of character, in surmounting the great difficulties by which they were surrounded, or in intelligence to direct the labor of unskilled Africans.

The rice culture on inland swamps was continued with steadily increasing results, through nearly three-quarters of a century of time; from its small beginnings it had spread over a great breadth of territory in lower South Carolina. Few planters failed of acquiring an independence, and many made fortunes, large for the time and circumstances. The aggregate of thought and work to make these swamps available and productive was arduous, and at some points precarious; subject as they were sometimes to an excess of water, and to a want of it at other times when most needed.

I have made extended inquiries as to the date of the earliest successful experiment in reclaiming river swamp land for rice culture, and find that Mr. McKewn Johnstone the Elder, raised a crop on such land at the "Estherville" plantation on Winyah Bay as early as 1758. A most inter-

esting and instructive chapter in the agricultural history of the State, can be written of the great change in the rice culture from the inland swamps to what was at first thought and afterwards proved to be the hazardous venture of river land under bank, and even the flattering results obtained from these rich alluvial soils accomplished it very gradually.

Governor Wright, the last of the Royal Governors of Georgia, commissioned in 1760, was a rice planter, and was prominent in encouraging its culture, and bringing into use and value the "tide swamp land," but the complete change was delayed by imperfectly constructed banks and trunks, in general use, through many subsequent years, and it was not until the close of the century that the very general abandonment of inland swamps occurred. There were a great many plantations for inland culture as late as 1820–25, when the Izard family gave up the cultivation of the "Elms" and "Izard Camp," two inland rice plantations near Otranto on the Northeastern Railroad, and it should be mentioned that some inland rice fields were in use as late as 1860, as for instance Mr. Trenholm's "Wythewood" plantation in St. Thomas Parish, and to-day there are still such fields cultivated, but the area has long since been very limited.

Duri g this period, 1758–1800, the great breadth of inland rice swamps was abandoned, and the thought, experience and labor, were gradually transferred to the river swamps, to enter upon a new and wider career of prosperity, with a complete system of irrigation, improved culture, and a wonderful advance in mechanical contrivances for economizing and perfecting the preparation of this crop for market. As we sometimes journey through this section of the State it is with surprise and wonder we still see the evidences of the old culture, as we look upon the lands now lying waste. But there is equal surprise and wonder in contemplating what has been done since in the new fields on the rivers.

INDIGO.

In Samuel Wilson's account of Carolina (1682), he says: "Indigo thrives well here, and very good hath been made;"

but I can find no mention of it as an article of export, or of its extended growth, in the Colony, until many years after this date.

That laborious and painstaking writer, Dr. Ramsay, in his history, says of this culture, "it proved more really beneficial to Carolina than the mines of Peru and Mexico to old or new Spain." As the Colony was indebted to the intelligent use of a chance opportunity availed of by Governor Thomas Smith for the initiation of rice culture, which so rapidly supplied cheap food for man and beast, and added so largely to the wealth of the people, so fifty years afterwards it came about that a young lady, by her intelligent observation and diligence, was the originator of Carolina indigo culture. The following narrative reads like a romance, and illustrates how much can be accomplished by a single person towards achieving a large result.

In 1739 Lieutenant-Colonel George Lucas was Governor of Antigua, one of the Leeward Isles, noted in history as having been discovered by Columbus in 1493. His family had resided many years there, when in that year the health of Mrs. Lucas requiring a change of climate, "Colonel Lucas removed his family to Carolina, where he had a landed estate of some value, with the intention of making it their home for the future; but the breaking out of the war with Spain soon after his arrival obliged him to return to Antigua, while his wife remained with her children in the Province for the benefit of as much winter as the year in this latitude affords.

"The feeble state of Mrs. Lucas' health threw the whole care of the family and the superintendence of their affairs into the hands of the eldest daughter, then only eighteen years of age; her youth, however, did not prevent her applying herself at once in the endeavor to increase the resources of the new country to which she had come, and to introduce the culture of those plants for which the climate appeared to her adapted. Though by birth a West Indian, she had been educated in England, and had brought with her to America the industry, the habits of observation, and

the strong love of nature, for which well educated English women have been always remarkable; but in no country would it have been common to find a woman at that early age, busied in plans for improving the conditions of things around her, fulfilling her arduous duties with cheerfulness and fidelity, and preserving with rare skill the due proportion among those duties. The judicious manager of her father's estates never degenerated into the mere manager. The love of literature and science continued to characterize her to the last. It was her pleasure to assist by every means in her power by collecting for him plants and animals, and by her ready and intelligent sympathy was pleasantly known to one of our earliest Botanists, Dr. Garden, the friend and correspondent of Linnaeus."

Hindoostan is the native field for the growth of indigo, but transplanted to the West Indian Islands it was found to naturalize readily, and proved a profitable crop in its new home.

In 1741–42, Colonel Lucas, owning a plantation near the confluence of Wappoo Creek and Stono River, where his family were then residing, encouraged his daughter Eliza's fondness for planting, by sending her seeds and fruits to be tested in this new English Colony. Among other contributions of this sort was some indigo seed as a subject of experiment. The record shows, that without particular information as to the season for sowing or the most desirable soil, she undertook the experiment of indigo culture. The first seed was planted in March and was destroyed by a frost; the next in April was cut down by worms; a third and later planting succeeded. Upon Colonel Lucas hearing of its growth he sent a Mr. Cromwell from the Island of Monserrat, one of the most healthful and pleasant of the West India Islands, with a soil adapted to the growth of sugar, indigo, coffee and fruits, who was versed in indigo culture, and in the intricate process of its preparation for market, and gave him high wages to develop this new crop in Carolina. Under his direction the first indigo vats, built of brick, were erected on this plantation, and the first Caro-

lina indigo made. It was of inferior quality, and this was attributable to the indigo maker, Mr. Cromwell, who was so impressed with the promise of this experiment as to give expression to regrets that he should have to do what he believed would certainly ruin a similar industry in his own land. He attempted to make a mystery of the work of preparation, but Miss Lucas by close observation got an insight into the complex process, which required fermentation by submerging the plants in cisterns of water, and a tedious and continuous attention to many details of preparation, and was subsequently rewarded by improved results.

In 1744 the whole crop was saved for seed, and given away in small parcels to a great number of planters, and through this liberal action the growth of indigo became plentiful in the Colony.

Just about this time the arrival of several Frenchmen, who had some acquaintance with the details of indigo preparation, it having been brought to great perfection in France, were instrumental in producing still more satisfactory results. To extend the culture, every new item of information on this subject was published in the "Gazette" for the general information of the people.

Indigo is described as "a light and beautiful crop, and the process of changing it from the weed into the matured dry lumps was a very nice and critical one, requiring untiring attention during night and day. A periodical change of hands was required throughout the work of preparation, with the exception of the indigo maker, who could no more leave his post of responsibility than could the captain of a ship on a lee-shore."

This culture was urged with so much industry and success that as early as 1747 a considerable quantity of it was sent to England. The offering of "Carolina indigo" on the English market attracted great attention. Great Britain was consuming annually six hundred thousand pounds weight of French indigo, paying for it one hundred and fifty thousand pounds sterling, and the statistics showed an annual increase of consumption. It was easy to see the gain in drawing

this indigo supply from their own Colony, and so in 1748 Parliament passed an Act allowing a bounty of six pence per pound on indigo from the British Colonies. This stimulated the Carolina production, and every planter applied himself with vigor and spirit to the cultivation of the article, and they vied with each other in both the quantity and quality produced. Some years elapsed before they realized the perfection of preparation, which had given French indigo the preference, but this was finally accomplished, and large profits accrued as the reward for their labors.

Dr. Ramsay says that the indigo planters in Carolina doubled their capital every three or four years, which was certainly an unexampled planting prosperity. The cultivation of the plant as well as the preparation of the cake for market, was brought to such a degree of perfection as not only to supply the mother country, but also to undersell and supplant the French indigo, previously in control of the markets of Europe. Ten years after that general distribution of seed in 1744, the export of indigo from Charles Town amounted to two hundred and sixteen thousand nine hundred and twenty-four pounds, and shortly before the Revolutionary war the export had risen to one million one hundred and seven thousand six hundred and sixty pounds. An incident will show the value of the prepared indigo. When Mr. Peter Sinkler was captured by the British, and his property burned at his plantation in St. Stephens, among the items of loss we find twenty thousand pounds of prepared indigo, valued at $30,000, or $1.50 per pound.

The stocks of indigo which had been saved during the War of Independence found a market in Charleston, when its commerce was resumed, but there was no longer the protection of 6d. a pound in Great Britain, and various other causes operated to reduce the production. The figures of export show a steady decline, and its abandonment as a leading crop is foreshadowed by the statement that between 1770 and 1794, patches of cotton were grown in Carolina, some of which was of the black seed variety, and despite the difficulties of securing the lint, the necessities of the

times developed domestic fabricators of the wool, until about the latter year, when the practice of using home spun cotton goods became common in many localities. The yarn was usually spun at home and sent to the nearest weaver. The Irish settlers in Williamsburg County had a manufacturing establishment at Murray's Ferry, which turned out large amounts of cotton goods, and had for several years a remunerative trade in the surrounding country. The spread of this new crop will be referred to subsequently. Here and there in several counties adjacent to Charleston indigo was grown and prepared for use at home, and in this city Carolina made indigo in little cakes could always be purchased up to 1867.

SILK.

Samuel Wilson, in his account of Carolina (1682), says: "There is in Carolina great plenty of mulberry trees, such as are by experience found to feed the silk worm very well, yea, as well as the white mulberry, but there is of that sort also, which are propagated with a great deal of care; a stick new cut and thrust into the ground, seldom failing to grow, and so likewise the seed if there be sown."

Governor Archdale speaks of silk in his description of Carolina: "Since I wrote the former part I understand that silk is come into great improvement, some families making forty or fifty pounds a year, and their plantation work not neglected; little negro children being serviceable in feeding the silk worms; and I must give Sir Nathaniel Johnson the reputation of being the principal promoter hereof, and of a considerable vineyard also. I further understand that the inhabitants work silk up into druggets mixed with wool, which is an excellent wear for that country."

For a century and a half these efforts to produce silk were continued not only in Carolina, but in all the Colonies, and just after the landing at James Town, the enthusiasm for silk worms caused the mulberry tree to be planted in England, and the king himself engaged in this attractive business.

There seemed to be a sort of infatuation for silk culture everywhere. Sir Nathaniel Johnson "called his Carolina plantation *Silk Hope*, and sent silk to England in 1699," but fifty years after the export "had reached a climax of only one hundred and eighteen pounds." Some public spirited Charleston ladies of high standing substituted the winding of silk from the cocoons, for the tamer recreations of needlework, and the playing of the harpsicord, and as many as three silk dresses had an existence in Charleston, one of which I learn still survives. There were no real difficulties in the way of the production of silk in the Colonies, but the economic fact remained, that people could make twice as much money at other employments, and this explains its extended failure everywhere in America. One hundred years after those three silk dresses were made in Charleston from native grown silk, I remember as a boy, seeing several acres of land located West of Rutledge and North of Spring Street in this city, planted with mulberry trees, and a large two story frame building thereon, filled with all the appliances for growing silk worms and winding silk; I have myself wound the fine thread of silk from the cocoons, little thinking then that the economic result awaiting this large investment had been already ascertained in a preceding century—for the disappointing experience of the Swedes on the Delaware, the Swiss at Purysburg, and the Saltzburgers of Georgia, was the fortune of the enterprising Charleston gentlemen, Messrs. Teasdale, Hopkins and others, who had projected this scheme less than half a century ago.

A similar narrative could be prepared in regard to attempts to cultivate the vine, but it is hardly necessary to do so here.

ANTE-REVOLUTIONARY PERIOD—1725-1775.

Having presented in brief narrative some account of the early voyages on our coast, the early settlers, their sufferings, losses, and hardships, the sources of population and early religious development, the early crops and commerce

of the Province, we find Charleston in this period one of the most, if not the most prosperous town of the Colonies. Planted under the auspices of the English constitution, its citizens had been nursed in danger, and made vigorous by years of strife and suffering, but wealth and great prosperity had been achieved in spite of trials, and in the half century between 1725–75 the population had largely increased.

From a pamphlet entitled "The importance of the British plantations in America to this Kingdom, London, 1731,"—pages 62–63,—I quote the following account of Charles Town and its vicinity:

"I shall now speak of our plantations on this Continent; and shall begin with South Carolina, which is capable of being made the most valuable Province in North America; it is now the largest, being seventy leagues front on the sea from Cape Fear, the Northernmost bounds, to the River May, where was an English Fort, built by order of General Nicholson. The climate is so good, that for eight months in the year no place exceeds it; the other four months, *May*, *June*, *July* and *August*, are very hot and produce much thunder; yet no place is more healthful. The soil in general is sandy, out of which is produced all manner of *English* grain, in great perfection, as well as rice, Indian corn, &c. Nor doth any place exceed it for fine fruits. Near the banks of rivers there is strong rich land which produces hemp in as great perfection as any in the world. Mulberry trees of all sorts grow in vast quantities, and are of prodigious quick growth. So that it has already been shown by many people that no place is capable of producing better silk, and with more ease. The chief of their exports, at present, are rice, deer-skins, pitch, tarr, turpentine, beef, pork, tanned leather, cedar wood, deal boards, pipe staves, timber of all sorts, masts, yards, etc. And some few ships have been built there, and those as good as any that ever were built in *America*. It must be allowed that no place is more capable or convenient for building of ships; for the countrey abounds with fine timber, and has so many fine rivers as any part of the known world."

At pages 64–65, we find the accompanying commercial review, which is most interesting, as showing the progress made during this half century:

"The number of white people—men, women and children—in the year 1724, was about 14,000; the slaves (most of which are negroes)—men, women and children—included about 32,000, and, no doubt, they are now encreased, for there has been many negroes imported there since. In the year 1723 the imports to this Province amounted to the value of one hundred and twenty thousand pounds sterling, first cost in goods and merchandize, and had not been less yearly, for four years before. This estimate was made from the country Collector's Books, who received a Duty of two and a half per cent. on all Goods imported; so that if any Fraud was committed by false Report, the Imports were so much more.

The quantity of British Shipping employed by means of this Province is not less than 8,000 Tons. England hath received annually from this Colony only in Skins, Furs, Rice, Pitch, Tarr, Turpentine, Pipe Staves, &c., exclusive of all Bounty, to the value of 200,000*l.* Sterling. The Freight of such Shipping would not amount to above 24,000*l.*, and there is Profit upon that, at least ten per cent. i. e. 2,400*l.* So that if I were to state the account between South Carolina and Britain, it would stand thus—

Imported from Carolina to Great Britain of their Produce annually..	£200,000
In Cash, admitting sixty ships, each ship to bring but twenty pounds.	1,200
	201,200
Goods sent to Carolina annually from this Kingdom..... ..	100,000
The real Expence of 8,000 Tons of Shipping for such Voyage.	21,600
	121,600
The whole gain to this Kingdom by Carolina will be annually.....	79,600"

These two items are also most interesting:

"All manner of Provisions are extremely cheap in *South Carolina*, insomuch that the shipping at *Charlestown* are supplied all the year round with Beef at less than Seven Shil-

lings Sterling per hundred Weight; and it would seem incredible should one relate the prodigious quantities of Fish, and the cheap rate at which that market is supplied with them. In short the whole Country is capable of vast Improvement; there seems to be nothing wanting but People to make it much the most considerable settlement his Majesty hath on the Continent of *America*."—*Page 68.*

"There are hat makers in South Carolina. I have seen as good hats made there in all respects as those we buy in England at from 10 to 25 Shillings."—*Page 80.*

It will now be interesting to show how, in the years just preceding the Revolutionary war, wealth had further accumulated here, and how general was the prosperity.

Mr. Quincy, in his journal written in 1773, gives his impressions on entering the harbor:

"The number of shipping far surpassed all I have seen in Boston." "I was told there were then not so many as common at this season, though about three hundred and fifty sail lay off the town, which struck me very agreeably, and the new Exchange which pointed the place of my landing made a most noble appearance." * * * * Again: "This town makes a most beautiful appearance as you come up to it, and in many respects a magnificent one. I can only say, in general, that in grandeur, splendor of buildings, decorations, equipages, numbers, commerce, shipping, and indeed in almost everything, it far surpasses all I ever saw, or ever expect to see in America."

From William Gerard de Brahm, Surveyor of the Southern District of North America, I quote, of date 1773:

"The City of Charlestown is in every respect the most eminent, and by far the richest City in the Southern district of North America; contains about 1500, and most of them bigg houses, arryed by stright, broad, and regular streets, the principal of them is seventy-two foot wide, call'd Broad Street, is decorated, besides many fine houses, with a Statehouse near in the center of said street, constructed to contain two rooms, one for the Governor and Council, th' other for the Representatives of the People, the Secretarys

office and a Court-room; opposite the State-house is the Armory-house, item St. Michaels Church, whoose steeple is 192 foot high, and seen by vessels at sea before they make any land; also with a new Exchange on the east end of said street upon the bay; all four buildings have been raised since the year 1752, and no expence spared to make them solide, convenient, and elegant.

"The City is inhabitated by above 12,000 souls, more than half are Negroes and Mulatters; the City is divided in two parishes, has two churches, St. Michaels and St. Philip's, and six meeting houses vidt. and Independent, a Presbyterian, a French, a German, and two Baptist; there is also an assembly for Quakers, and an other for Jews; all which are composed of several nations, altho' differing in religious principles, and in the knowledge of salvation, yet are far from being incouraged, or even inclining to that disorder which is so common among men of contrary religious sentiments in many other parts of the world, where that pernicious spirit of controversy has laid foundation to hatred, persecution, and cruel inquisition, in lieu of ascertaining thereby how to live a godly life. A society of men (which in religion, government, and negotiation avoids what ever can disturbe peace and quietness) will always grow and prosper! so will this City and Province, whoose inhabitants was from its beginning renound for concord, compleasance, courteousness, and tenderness toward each other, and more so towards foreigners, without regard or respect of nation or religion."

* * * * * * *

"This Port is very extensive, contains within the bar to the west end of the city in both rivers, Cooper and Ashly, sixteen square miles, sunds all over (the bar's channel excluded) from nineteen to sixty foot at low water."

* * * * * * *

"The annual export of Carolina rice amounts to above 100,000 barills of which two containe 1100 weight, so that the whole makes out above 55 million weights of neat rice, worth in Carolina £275,000 sterling, next to which is indigo, whose exportation comprehends no less than 600,000

weight, worth in Carolina £150,000 sterling, and the whole annual exportation may be valuaded £637,000 sterling."

* * * * * * *

"The cattle in this Province are thus increased, that all pains would prove in vain to number them; yea, the Province is rather overstocked, and in order to make room for the yearly immense increase, great herds from 3 to 1500 heads have been driven from this into the neighbouring Province of Georgia, there spread between Savannah and Hogetchee streams ever since 1757, and kept in *ganges* under the auspice of cowpen keepers, which move (like unto the ancient Patriarchs, or the modern Bodewins in Arabia) from forest to forest, in a measure as the grass wears out, or the planters approach them."

* * * * * * *

The recklessness of British authority, the selfishness of its officials, lack of wisdom in all, soon gave provocation and forced the crisis upon the country, which under different auspices might have continued to acknowledge the sovereign of Britain fifty years longer; and so it happened that Charlestown had reached that period in its history when it was to pass through the fiery furnace of revolution in its progress to a complete condition of civil liberty and self-government.

The Stamp Act of 1765 was the signal for general opposition, and here in Charlestown resistance to it was openly declared, without waiting for consultation with any other town or Colony. The action taken here spread throughout Carolina, and was not limited to resolutions. On the arrival of the stamped paper in the harbor, the temper of the people forbid its landing, and the stamps were stored at Fort Johnson, a garrisoned post of George III in the harbor. As the obnoxious stamps never came into use, it is interesting to know what they were like and what was to be the expense of their use. Herewith is a fac-similie of the little scrap of paper that cost England her American Colonies, and a copy of the table of prices:

STAMP OFFICE, Lincoln's Inn, 1765.

A Table of the Prices of Parchment and Paper for the service of America.

PARCHMENT. (Each.)

Skins—18 in by 13 at Four pence.
22 by 16 at Six pence.
26 by 20 at Eight pence.
28 by 23 at Ten pence.
31 by 26 at Thirteen pence.

PAPER.

Horn at Seven pence.
Foolscap at Nine pence.
Do., with printed notices for indentures. } 1 s. (Each Quire.)
Folio Post at One Shilling.
Demy—at Two Shillings.
Medium—at Three Shillings.
Royal—at Four Shillings.
Super Royal—at Six Shillings.

Paper for Printing.

NEWS. (Each R.)

Double Crown at 14s.
Double Demy at 19s.

ALMANACKS. (Each Ream.)

Book—Foolscap at 6s. 6d.
Pocket—Folio Post at 20s.
Sheet—Demy at 13s.

Lossing says: "*Having resolved on rebellion, the people of Charlestown were not afraid to commit acts of legal treason.*"

Three companies of volunteers proceeded from this city to James Island, captured the fort, hauled down the British flag, run up "a blue flag displaying three silver crescents," and the stamps were reshipped to England; thus was begun the American Revolution.

In the midst of the excitement of the period there was a brief calm; the news of the repeal of the Stamp Act reached Charles Town, via Barbadoes, on the third day of May, 1766, and as the agreeable intelligence became known, joy pervaded the community; salutes were fired, the town illuminated, and the day closed with mirth, and Mr. Pitt was honored by loyal toasts "to our worthy friends in England." The Commons House of Assembly ordered a marble statue of Lord Chatham, and after many

vicissitudes illustrating the changes of public opinion, this relic of the Colonial times still stands in our midst, recalling "his services to his country in general and to America in particular."

Next came the duty on tea, which was resisted; the first consignments were stored and finally rotted in the warehouses; the second was thrown overboard in broad daylight, without disguise. This happened on the third day of November, 1774; the Proprietors, by themselves and agents, in the presence of the Committee of Inspection, stove the chests, and from the vessel then riding in the stream of Cooper River, threw all their contents into the same, amidst the acclamations of the people who crowded the wharves on the occasion.

Then came the Boston Port Bill, and the sympathetic response from Charles Town was expressed substantially in liberal gifts of money and provisions. It is as well to make record here of these supplies, and no one can read this statement without being impressed with the earnestness of the men of Carolina.

South Carolina—712½ casks and 370,463 lbs. rice, and cash £1,403.12.3¾. Of the rice, 580 casks and 259,814 lbs. were sold in New York, realizing £1,304.19.0¾, making a total of say £3,150.

By way of comparison the contributions of a neighboring Colony are also stated:

New York—44 bushels wheat and 6 of rye; 394 bbls. and 714 cwt., 3 qrs., 2 lbs., corn flour; 5 hhds. and 30 cwt. Indian meal; 24 tierces and 50 cwt., 2 qrs., 3 lbs., ship bread; 22 bbls., 34 cwt., 3 qrs., 9 lbs., rye flour; 10½ bbls. pork; 28 firkins and 1,669 lbs. butter; one pipe and 123 galls. brandy; 3 tons nail rod iron; 1 ton bar iron.

After the first years the theatre of war was South of New England, and the history of the times shows that New England was mostly exempt from the privations of the struggle.

Mr. Sabine says that "during the most distressing periods of the contest, useless articles of luxury were imported into Boston. Extravagance in living in the year 1782

would seem to have exceeded anything of the kind previously known in Massachusetts;" and "Saml. Adams was filled with serious misgivings at the state of things which then prevailed."

In the "Independent Chronicle" of Boston, 17th June, 1779, "Coffee, Sugar, Windward Rum, Mollasses and bags of *Cotton* Wool," are advertised for sale; all foreign articles it will be noted, indicating an extensive commerce.

On the 6th of July, 1774, one hundred and four delegates from all parts of the Province, assembled in Charles Town, and voted a "non-importation" Resolution, which was confirmed by all the Colonies, through delegates assembled in Philadelphia in September of that year.

This sacrifice of material interests was made and continued to the bitter end. The extent of it may be seen in the statement that Philadelphia exports amounted to £700,000 a year, yet scarce £50,000 of this trade was with England—while Charles Town had almost her whole trade with England, and it was absolutely ruined by this measure of resistance to illegal taxation.

On Sunday, 14th August, 1774, Rev. John Bullman preached a sermon in St. Michael's Church, which it was thought reflected on the popular proceedings. At the conclusion of the services, the congregation by vote dismissed him, saying: "Now shall we see who are the Enemies of the Country."

The effect of the news from Lexington (19th April, 1775,) was stimulating in the last degree; "a fierce spirit swelling for freedom was burning in every heart, all allegiance was considered as repealed—all ties sundered, as men reflected on the bloody plains of Lexington."

On September 15th, 1775, Fort Johnson was a second time taken possession of, regularly garrisoned, and Colonel Moultrie devised for it a flag—a blue field with a single silver crescent in the upper corner; and this symbol was worn on the caps of the first and second regiments.

The next day Governor Campbell fled to the shelter of the "*Tamer*," carrying with him the great seal of the

Province, and so ended the long line of Proprietary and Royal Governors, who had resided in Charlestown one hundred and five years. For convenient reference I record here their names and dates of service.

Under the Proprietary Government.

1670—William Sayle.
1671—Joseph West.
1671—John Yeamans.
1674—Joseph West.
1682—Joseph Morton.
1684—Joseph West.
1684—Richard Kirk.
1684—Robert Quarry.
1685—Joseph Morton.
1686—James Colleton.
1690—Seth Sothell.
1692—Philip Ludwell.
1693—Thomas Smith.
1694—Joseph Blake.
1695—John Archdale.
1696—Joseph Blake.
1700—James Moore.
1703—Nathaniel Johnson.
1709—Edward Tyne.
1710—Robert Gibbs.
1712—Charles Craven.
1716—Robert Daniel.
1719—Robert Johnson.
1719—James Moore.

Under the temporary Republican Government.

1719—Arthur Middleton.

Under the Royal Government.

1721—Francis Nicholson.
1725—Arthur Middleton.
1730—Robert Johnson.
1735—Thomas Broughton.
1737—William Bull.
1743—James Glen.
1756—William H. Littleton.
1760—William Bull.
1762—Thomas Boone.
1763—William Bull.
1766—Charles G. Montague.
1769—William Bull.
1775—William Campbell.

The first hostile shots fired in this harbor occurred on the 11th November, 1775, when the "*Tamer*" and "*Cherokee*," sloops-of-war, and the "*Defence*," exchanged shots with effect—Fort Johnson taking part in the affair. The war of independence in South Carolina dated from that day, and the action was quite spirited.

On the 16th November a new Council of Safety was elected—Henry Laurens was chosen President; and with the immediate prospect of a war with Britain, there was not a

piece of gold or silver in the treasury, and there was £126,500 of paper currency out. In March, 1776, the *first* government of any of the American Colonies was formed in Charles Town, and "the die of Revolution was thus solemnly cast, and the usual baptism of free States, that of blood and fire, was shortly to be tried."

Carrington, in his "Battles of the Revolution," says:

"South Carolina thus boldly led the way to general independence by asserting her own, under John Rutledge as President, with Henry Laurens as Vice-President, and William Henry Drayton as Chief Justice. An Army and Navy were created; Privy Council and Assembly were elected, and the issue of six hundred thousand dollars of paper money was authorized, as well as the issue of coin; and the first Republic of the New World began its life. * * * Massachusetts had began the year with substantial freedom. South Carolina put all the machinery of a nation into operation with the opening spring."

Early in May accounts were received announcing a British fleet off the coast, under Sir Peter Parker, and it is only necessary to mention that the memorable engagement of Fort Sullivan on 28th June, followed—with the complete repulse of the British fleet.

I append a map of the localities, showing the position of fort and fleet, and an account of this engagement from an English source, which is not readily attainable elsewhere, and will prove interesting.

THE CLOSE OF THE REVOLUTIONARY WAR.

The pen of the historian has recorded the principal events in the great drama of war, of which this city was the centre, from the day when Moultrie's guns, antedating the Declaration of Independence, sent answering signal back to Lexington and Concord, down to those closing days in 1782, when the British garrison retired to their ships. The public spirit, the endurance and the sacrifice of the men

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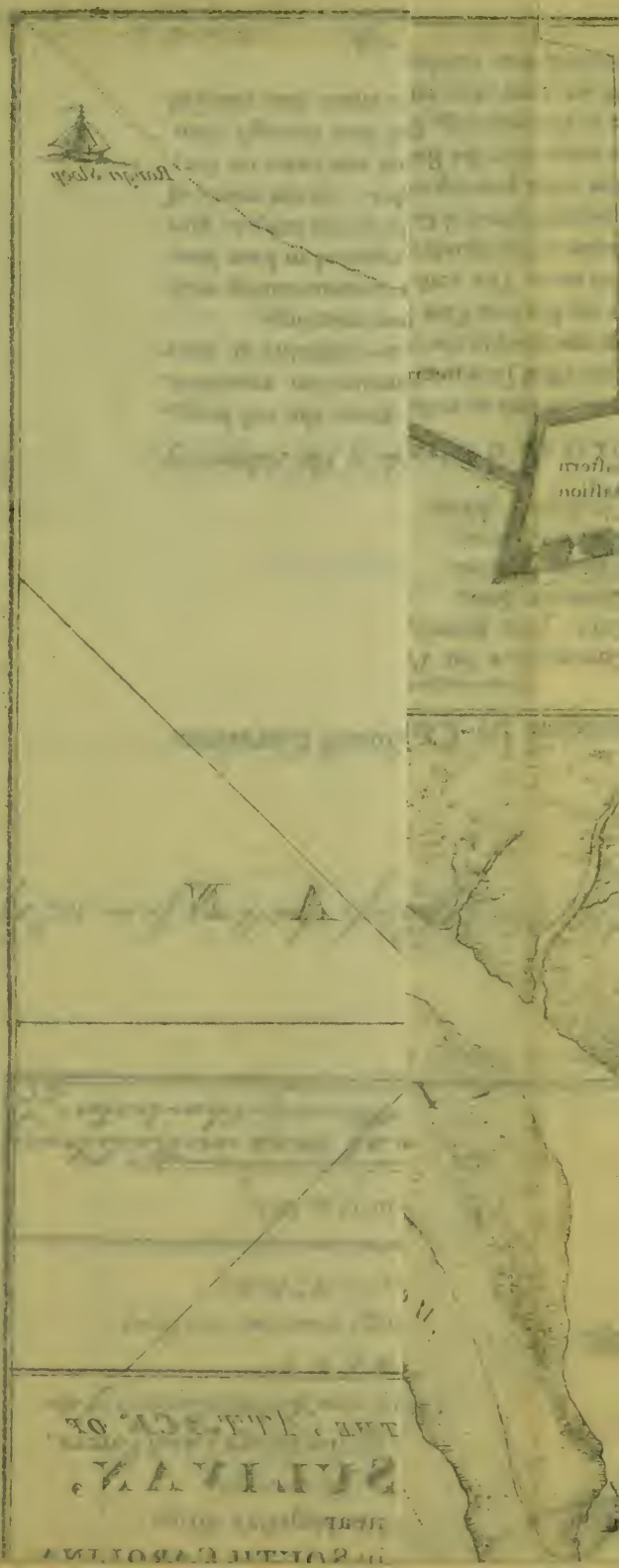

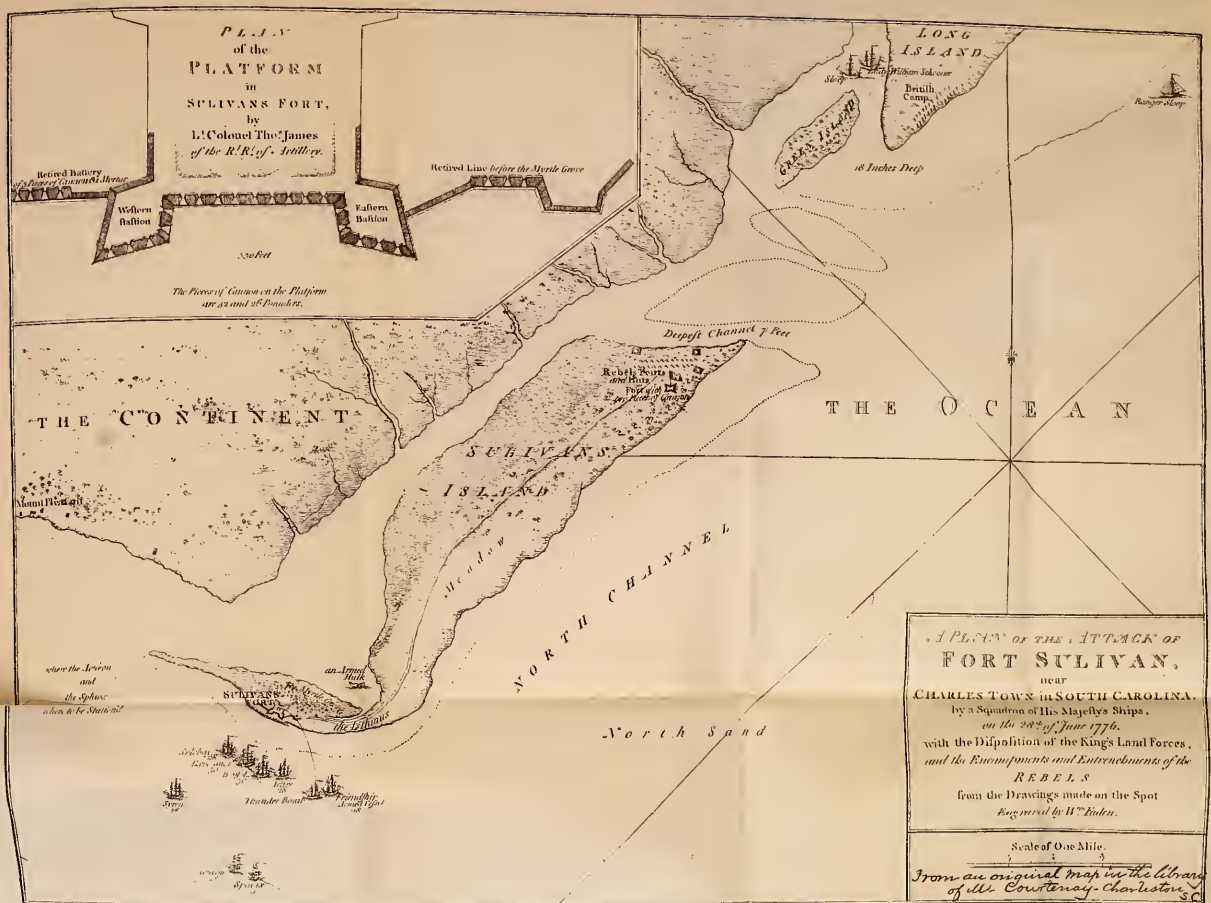

LONDON, Printed as the Act directs by W.m Faden, Geographer to His Majesty, Corner of St Martins Lane, Charing Cross, &c

To Commodore Sir Peter Parker Knt &c. &c. This Plan is Most humbly Dedicated & Presented by Lt Colonel Thos James R.t R.gt Artillery June 30th 1776

LIST of his Majesty's Squadron commanded by Commodore Sir PETER PARKER, Knt. &c. on the Expedition against *Fort Sulivan* in *South Carolina*.

Ships.	Guns.	Commanders.
Bristol	50	Commodore Sir *Peter Parker*, Knt. / Capt. *John Morris*.
Experiment	50	*Alexander Scott*.
Active	28	*William Williams*.
Solebay	28	*Thomas Symons*.
Actæon	28	*Christopher Atkins*.
Syren	28	*Tobias Furneaux*.
Sphynx	20	*Anthony Hunt*.
Friendship arm'd vessel	28	*Charles Hope*.
Ranger sloop	8	*Roger Wills*.
Thunder bomb	8	*James Reid*.
St. Lawrence schooner		Lieut. *John Graves*.

The following Account of the Attack of FORT SULIVAN *is extracted from the Letters of Commodore Sir* PETER PARKER, *Knt. and Lieut. General* CLINTON, *to the Lords of the Admiralty.*

THE Commanders on the American station deeming it expedient to make an attempt on Charles-Town in South Carolina, the fleet sailed from Cape Fear on the 1st of June, and on the 4th anchored off Charles Town Bar. The 5th sounded the Bar, and laid down buoys preparatory to the intended entrance of the harbour. The 7th all the frigates and most of the transports got over the Bar into Five-Fathom Hole. The 9th General *Clinton* landed on Long-Island with about four or five hundred men. The 10th the Bristol got over the Bar with some difficulty. The 15th the Commodore gave the Captains of the squadron his arrangement for the attack of the batteries on Sulivan's Island, and the next day he acquainted General *Clinton* that the ships were ready. The General fixed on the 28th for their joint attack, but the wind proving unfavourable prevented its taking effect. The 25th the Experiment arrived, and next day came over the Bar, when a new arrangement was made for the attack. The 28th, at half an hour after nine in the morning, General *Clinton* was informed by signal that the squadron was going on the attack. At half an hour after ten the signal was made to weigh; and about a quarter after eleven the Bristol, Experiment, Active, and Solebay, brought up against the fort. The Thunder Bomb, covered by the Friendship armed vessel, brought the gallant Angle of the east bastion to bear N. W. by N. and Colonel *James* threw several shells a little before and during the engagement in a very good direction. The Sphynx, Actæon, and Syren were to have been to the westward, to prevent fire ships or other vessels from annoying the ships engaged, to enfilade the works, and, if the rebels should be driven from them, to cut off their retreat, if possible. This last service was not performed, owing to the ignorance of the pilot, who ran the three frigates aground. The Sphynx and Syren got off in a few hours, but the Actæon remained fast till the next morning, when the Captain and Officers thought proper to scuttle and set her on fire.

A Court-martial was ordered on the Captain, Officers, and Company, of the Actæon, and they were honourably acquitted. During the time of the squadron being a-breast of the fort, which was near ten hours, a brisk fire was kept up by the ships, with intervals, and they had the satisfaction, after being engaged two hours, to oblige the rebels to slacken their fire very much. Large parties were drove several times out of the fort, which were replaced by others from the main. About half an hour after three, a considerable reinforcement from Mount Pleasant hung a man on a tree at the back of the fort, and it was imagined that the same party ran away about an hour after, for the fort was then totally silenced, and evacuated for near one hour and an half; but the rebels finding that the army could not take possession, about six o'clock a considerable body of people re-entered the fort, and renewed the firing from two or three guns, the rest being, we suppose, dismounted. About nine o'clock, it being very dark, great part of our ammunition expended, the people fatigued, the tide of ebb almost done, no prospect from the Eastward, and no possibility of their being of any farther service, the Commodore order'd the ships to withdraw to their former moorings.

General *Clinton* landed his troops on Long Island, which had been represented to him as communicating with Sulivan's Island by a Ford, passable at low water; but he found the channel which was reported to have been eighteen inches deep, to be seven feet deep; which circumstance rendered it impossible for the army to give that assistance to the fleet in the attack made upon the fortress, that the General intended. In the course of the attack, the Bristol had the whole of her mizen and half her main cross-shot away, and was twice on fire; the Experiment, Capt. Scott, was almost unrigg'd, which with the Bristol had several shot through their sides, and their colours shot in pieces: the Sphynx had her bowsprit shot away, and the whole fleet received considerable damage.

	Number of Men killed	and wounded.
The Bristol, Commodore's ship	40	77
The Experiment	23	50
The Active	1	6
The Solebay		8

Not one man who was quartered at the beginning of the action on the Bristol's after deck escaped being killed or wounded. Captain Morris lost his right arm, and received other wounds, and is since dead; the master was wounded in his right arm, but will recover the use of it; the Commodore received several contusions at different times, but none of them were dangerous. Lord William Campbell, a Volunteer on board the Bristol, who accepted of the direction of some guns on the lower gun deck, received a contusion on his left side, but did not prove of much consequence. Capt. Scott, of the Experiment, lost his left arm, and was otherwise so much wounded, that it is feared he will not recover.—Lieut. Pike of the Active was killed.

When it was known that the squadron had many men too weak to come to quarters, almost all the seamen belonging to the transports offered their service with a truly British spirit, upwards of fifty were accepted to supply the place of the sick. The masters of many of the transports attended with their boats during the attack, particularly Mr. Chambers, the master of the Mercury.

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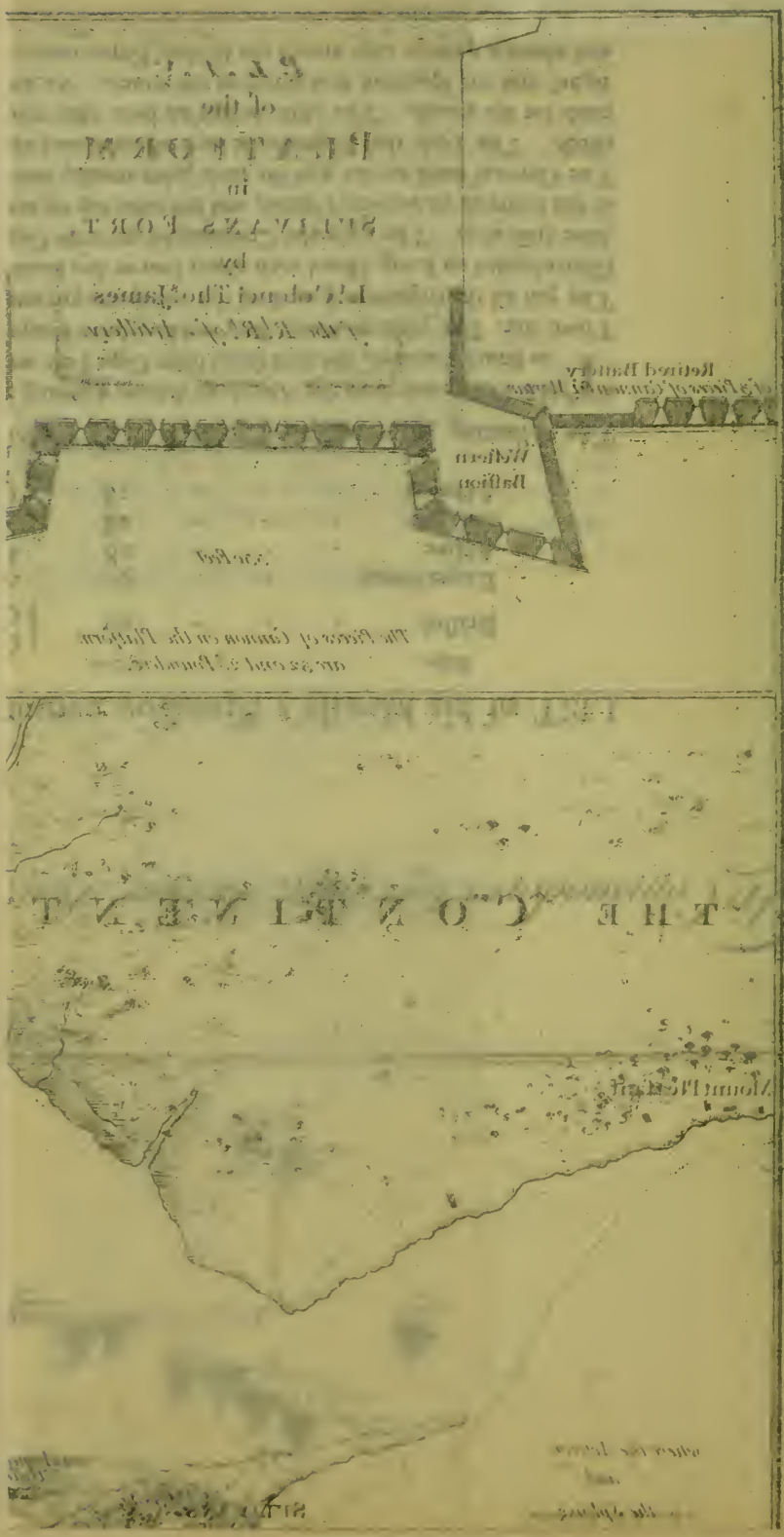

and women of Charleston were not excelled, if equalled, by any other community, tested in that struggle. A volume might be written of these things, but this occasion does not permit. After the dungeon and the prison-ship had done their worst, and the "insolence of office" had been heroically borne, the day of deliverance finally came, and for many reasons the portrayal of this closing scene should have place in this day's record—that joyous occasion, when, after thirty-one months of captivity and of disgraceful cruelties, the people of Charles Town, surviving all, witnessed on the 13th and 14th December, 1782, the slow embarkation from Gadsden's Wharf of over 9,000 civilians and *slaves*, and also the British soldiery, aboard three hundred sail of ships, stretching in a far reaching semi-circle around the great circuit of our spacious harbor. The most significant feature of that occasion is the character and destination of the people moving under "the meteor flag of England"—3,794 whites and 5,333 *slaves*. (Exeter Hall had not been erected and occupied in 1782.) These figures of the exodus as here given are preserved among the manuscripts of the Massachusetts Historical Society.

Return of People Embarked from South Carolina, 13th and 14th December, 1782.

To what Place.	Men.	Women.	Children.	Blacks.	Total.
Jamaica	600	300	378	2,613	3,891
East Florida	630	306	337	1,653	2,926
East Florida	166	57	119	558	900
England	137	74	63	56	330
Halifax	163	133	121	53	470
New York	100	40	50	50	240
St. Lucia	20	...	....	350	370
	1,816	910	1,068	5,333	9,127

The narrative of the re-occupation of Charlestown is told by eye witnesses.

General Moultrie states that at 3 o'clock the same afternoon (14th) General Greene, Governor Matthews, himself

and others, with a few citizens and a guard of dragoons, rode into Charlestown, and halted in Broad Street near the spot where we are now assembled.

"There we alighted," he continues, "and the cavalry discharged to quarters; afterwards every one went where they pleased; some in viewing the town, others in visiting their friends."

"I cannot forget," adds the General, "that happy day when we marched into Charlestown with the American troops; it was a proud day to me, and I felt myself much elated at seeing the balconies, the doors and windows crowded with the patriotic fair, the aged citizens, and others, congratulating us on our return home, saying 'God bless you, gentlemen! You are welcome home, gentlemen!' Both citizens and soldiers shed mutual tears of joy."

So, also, Colonel Peter Horry, of Marion's Brigade, who accompanied the advance corps into the city, describes somewhat fervently the scenes of the occasion and the sensations he felt:

"On the memorable 14th of December, 1782," he writes, "we entered and took possession of our capital, after it had been two years seven months and two days in the hands of the enemy. The style of our entry was quite novel and romantic. On condition of not being molested while embarking, the British had offered to leave the town unhurt. Accordingly, at the firing of a signal gun in the morning, as agreed on, they quitted their advance works near the town gate, while the Americans, moving on close in the rear, followed them all along through the city down to the water's edge, where they embarked on board their three hundred ships, which, moored out in the bay in the shape of an immense half-moon, presented a most magnificent appearance. The morning was as lovely as pure wintry air and cloudless sunbeams could render it, but rendered far lovelier still by our procession, if I may so call it, which was well calculated to awaken the most pleasurable feelings. In front were the humble remains of that proud army, which, one and thirty months ago, captured our city, and thence,

in the drunkenness of victory, had hurled menaces and cruelties disgraceful to the British name. And close in the rear, was our band of patriots, bending forward with martial music and flying colors, to play the last joyful act in the drama of their Country's deliverance, to proclaim liberty to the captive, to recall the smile on the cheek of sorrow, and to make the heart of the widow leap for joy. Oh! it was a day of jubilee indeed; a day of rejoicing never to be forgotten. Smiles and tears were on every face."

POST REVOLUTIONARY PERIOD.

Having thus presented the closing scene in the Revolutionary war history of our city, we are brought to the threshold of a new era, when she was to put on municipal robes and enter upon a new career.

> "A mighty hand from an exhaustless Urn
> Pours forth the never-ending flood of years
> Among the Nations * * * * *
> * * * * On their foremost edge
> And there alone is life."

As we stand here, looking back over the track of the wonderful century, closing for us to-day, what an illimitable field of thought and reflection opens before us. What great events, wonderful inventions, and progress in the useful arts we may enumerate, and the successful application since of invention and science to them; of the triumphs of the spinning-jenny, the spinning-frame and the power-loom—hundred-handed, like Briareus and his giant brothers of old; the use of water for power instead of hand; the steam engine, the cotton gin, steam navigation, rice mills, the telegraph, by land and sea; night turned into day by the hurtless lightning, and of the Michigan Telegraph Boy, to whom "God lent so divine a vision, that he has seen and measured, and has harnessed to our service

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the subtlest forces of nature, and we look on in wonder, as at Edison's command dumb matter speaks the word that died away weeks ago upon the empty air, and falls upon the ear again, *with a living voice.*"

This, then, is the Century, upon whose wonderful stream of progress and performance our city was commissioned to act her part. Let us scan the record of the hundred years since, and tell at least some portion of the story of Charleston's first Century of municipal life.

THE FIRST INTENDANT.

The Act of the General Assembly which incorporated Charleston August 13th, 1783, was from the pen of Richard Hutson, whose name stands *first* on the roll of Intendants, and the memorial tablet you this day unveil could record no worthier name in our City's history. The mention of it calls up the lawyer, soldier, legislator, chancellor, who, the better to aid his country in her arduous struggle for liberty, passed from the possession of large wealth to indigence and poverty. General C. C. Pinckney said of him, that he knew of no single citizen to whom Carolina was more indebted for active zeal and perpetual sacrifices in her behalf, bearing even a severe captivity in a prison-ship at St. Augustine with uncomplaining patience and fidelity to the end. It should make us feel prouder of our city, that this true citizen in war should have had full recognition when peace was proclaimed, and should have been awarded the first place in the City government at the first election. In this new station, as our annals tell us, he had to deal with many turbulent spirits, intent to disturb the peace of society, the natural sequence of war. Mobs appeared, some mischief was done and a good deal contemplated, but by his zeal, firmness and activity he finally put down all irregularities and preserved the public honor and the public peace.

South Carolina, too, was not unmindful of Richard Hutson, having called him, with John Rutledge and John Mathews, to the Bench in 1781, as one of the three first Chan-

Autographs

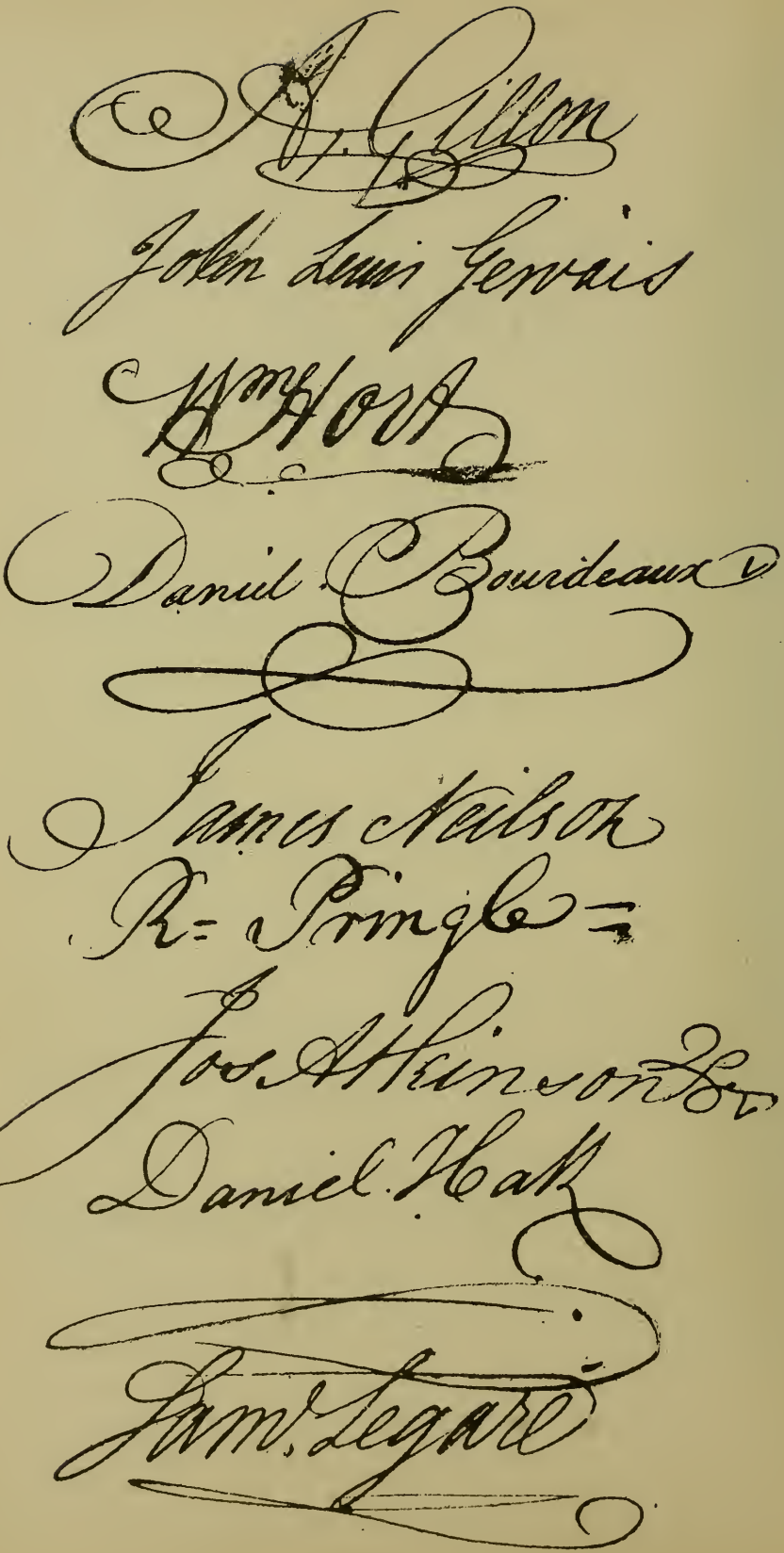
of

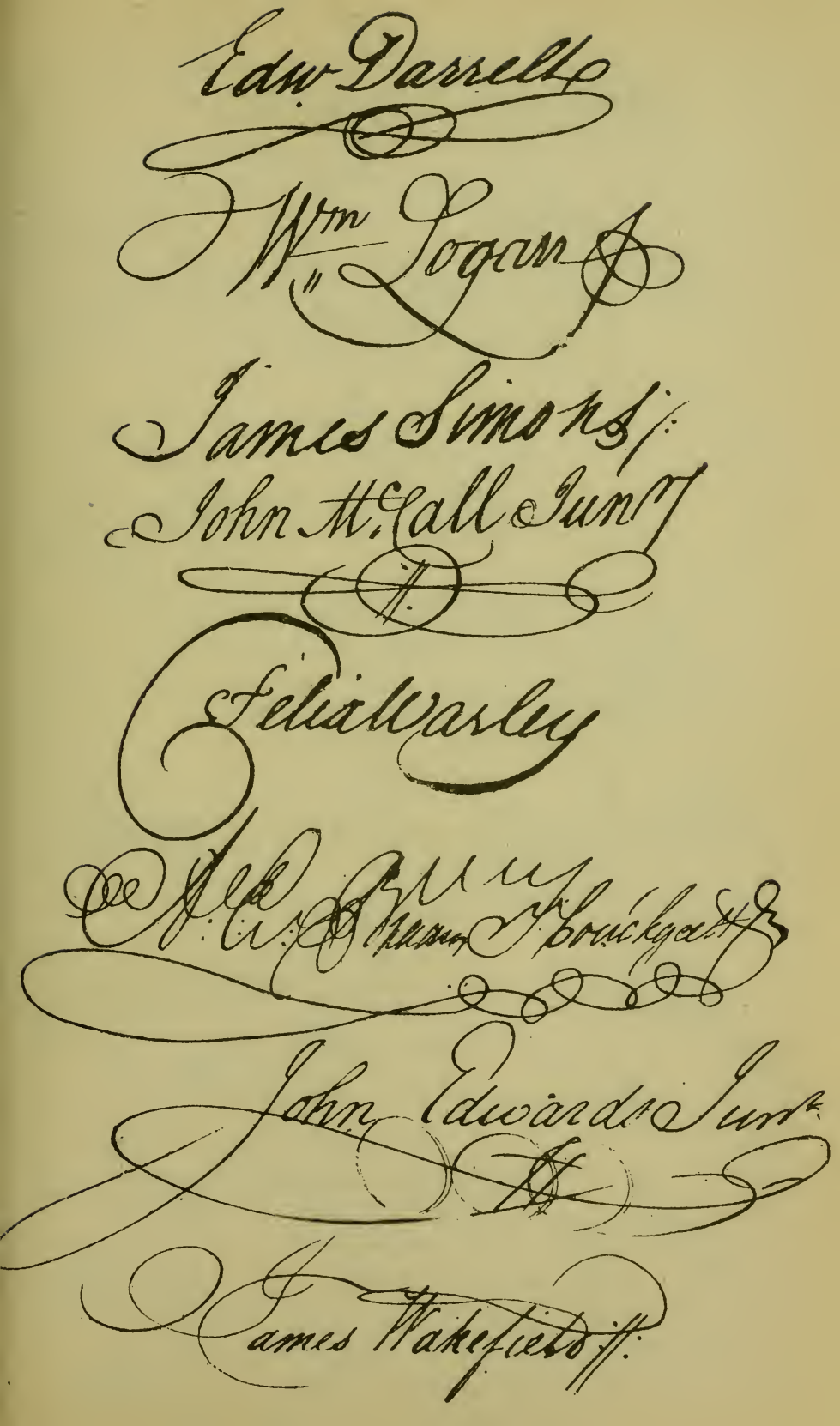
The Founders.

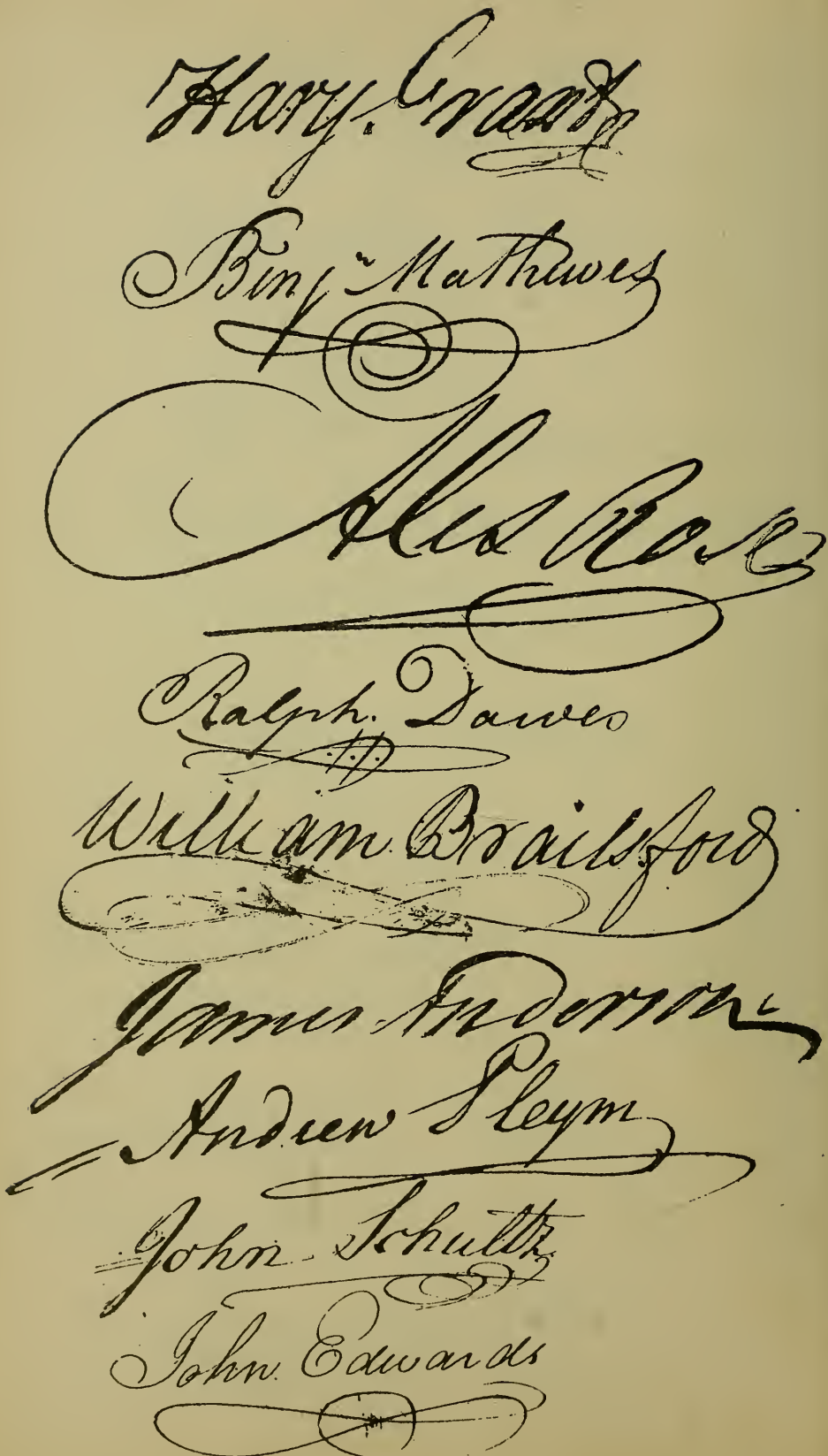
Charleston

Chamber of Commerce

February 1784






Harry. Grant
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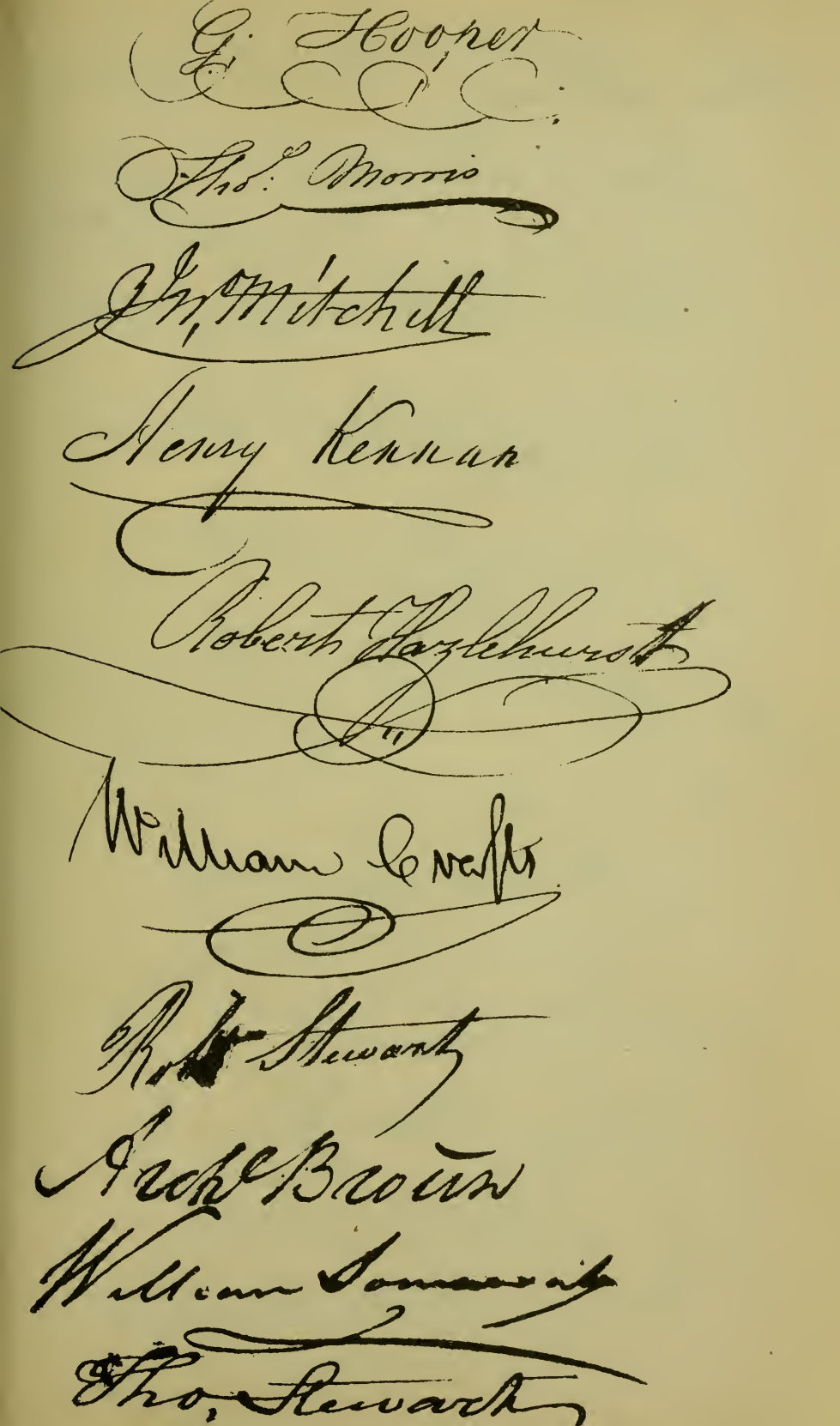
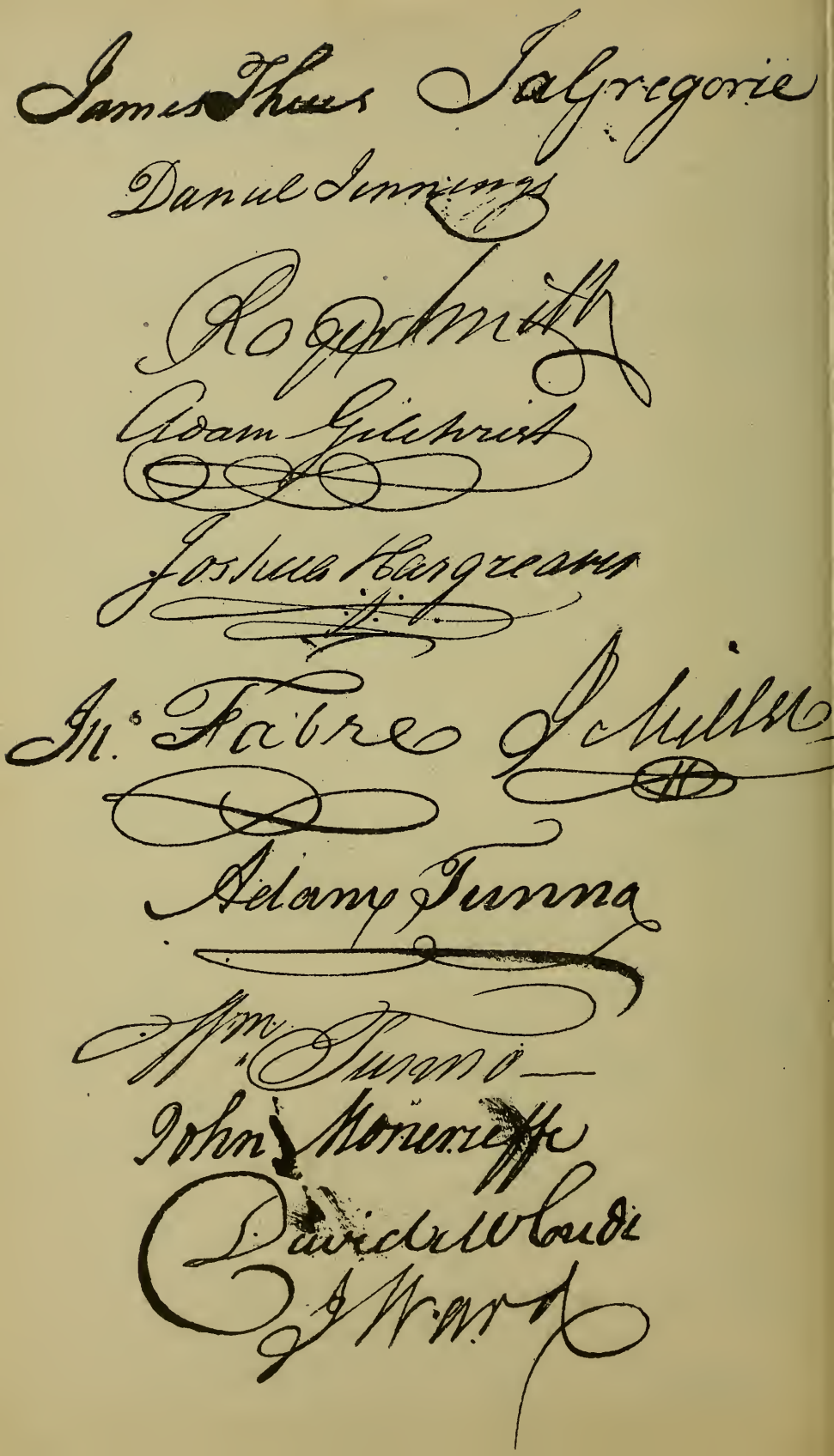
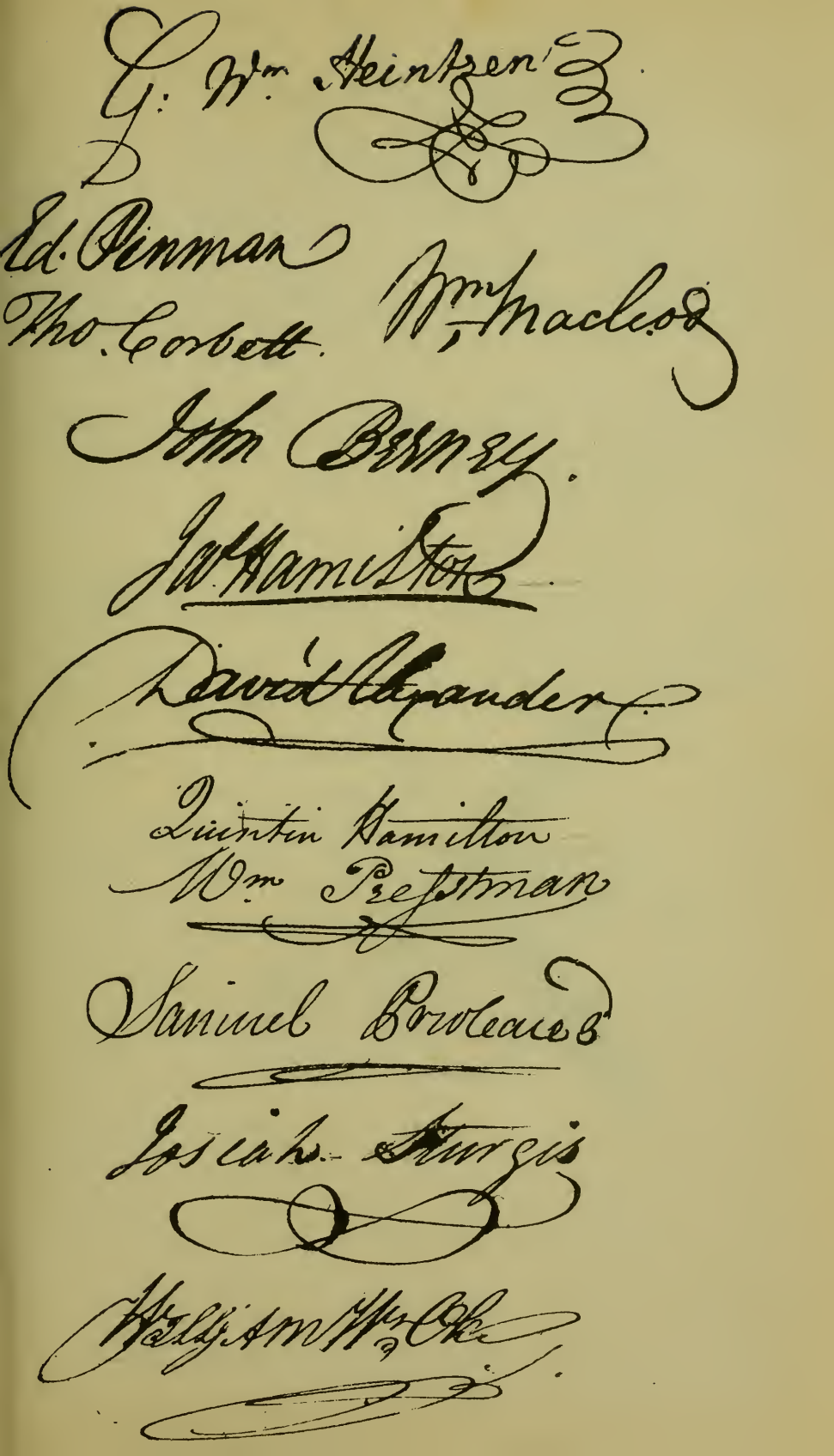
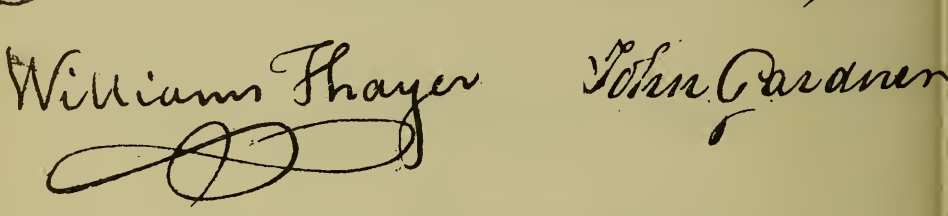
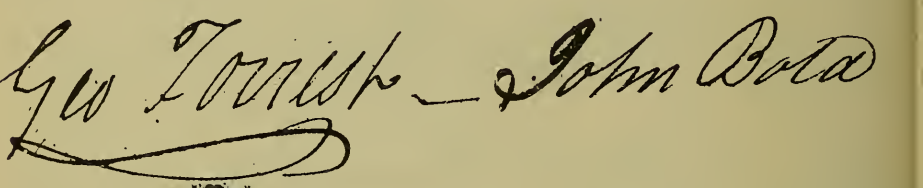










cellors. We enjoy the freedom he gave his all to secure; we do well to carve his name first on the snow-white centennial marble, that his name and his example may be perpetuated to coming generations.

The war of the Revolution had prostrated Charleston, commercially and financially, and the glowing narrative of her wealth and commercial importance in 1773 had given place to poverty and hardships ten years later. The Federal Union, the State and the city were in the shadow of bankruptcy, disorganization was general, and the people were brought face to face with a gloomy condition of affairs. The readjustment of commercial and social balances, after such a strain of the body politic, was a slow and trying process, and it took years to reach a stable condition. The first sign of revival was when our harbor was whitened with the sails of commerce, "that enlarger of the human mind, binding the ends of the earth together in golden chains," which brought bustle and movement on the water front, and renewed activity to our local industries.

COMMERCIAL HISTORY.

An association of merchants, under the name of the Charleston Chamber of Commerce, existed here in the Colonial times. In Wells' Register and Almanac for 1775, the charges on protested Bills of Exchange are printed, as the action of the Chamber. It will be a satisfaction to all of our guild to know this, and to learn that within six months after the incorporation of Charleston the Chamber was again brought into existence.

Quoting from the original Minute Book, still preserved as a valued memento of a hundred years ago by this useful and venerable Society, it appears that at meetings held 4th and 6th February, 1784, eighteen rules for the government of the Chamber were adopted, and a preamble, which recites that "the advantages arising from commerce to every State are so universally acknowledged that it has been an

object of constant and utmost attention; hence any attempt to extend commerce, encourage industry, and adjust disputes relative to trade and navigation, must deserve the approbation of every well-wisher of his country. With these views, mercantile societies have been formed in trading cities, and proved equally beneficial and useful. In order to effect in this city an institution of the like nature, a considerable number of merchants met," &c.

What will be regarded as of great interest is the preservation, through the vicissitudes of a century, of the autograph signatures of the first seventy members, which are reproduced herewith. The perusal of these names will recall many noted citizens, who, with their descendants since, have been prominently identified with the commercial fortunes of our city.

This brief mention of the Chamber of Commerce, soon to commemorate its centennial, suggests a consideration of the tonnage of the port in that first business year after independence had been fully achieved. The principal articles of export were indigo, rice, tobacco, naval stores, timber and skins. Twelve ships, one bark and two brigs arrived during that year from the coast of Africa laden with slaves, each vessel averaging two hundred persons, total about three thousand slaves; mostly tonnage from Old and New England.

List of Vessels Sailing from the Port of Charleston for the year 1784.

81 ships—total tonnage say 28,000 tons: 60 sailed for European ports, 9 sailed for West India, 7 sailed for Philadelphia, 5 to Savannah for orders.

139 brigs—total tonnage say 21,000 tons: 53 sailed for European ports, 42 sailed for West India, 15 sailed for Philadelphia, 11 sailed for Wilmington, 5 sailed for Boston, 5 sailed for New York, 5 sailed for Savannah, 3 sailed for Rhode Island.

226 schooners—total tonnage say 23,000 tons: 39 West India ports, 27 Northern ports, 160 to the neighboring ports of Wilmington, Savannah and St. Augustine.

160 sloops—total tonnage say 10,000 tons: 3 foreign ports—London 2, Antwerp 1; 35 Northern ports, 47 West India ports, 75 to Wilmington, Savannah and St. Augustine.

Aggregate tonnage 82,000.

A total of 606 vessels, with an average tonnage of only 135 to each. Only one bark-rigged vessel arrived in 1784, and that was a slaver.

In 1882 there were 1,076 clearings, with an average tonnage of 625 each, equal to 672,500 tons. This comparative exhibit of ship arrivals shows at a glance the growth of commerce at this port for the hundred years. It is not possible to furnish a particular account of the value of the exports and imports as a whole, the coastwise cargoes not being entered at the Custom House in value, but the statement of tonnage will suffice for illustration of the increase of commerce at this port.

UPLAND COTTON.

In considering the wonderful growth of cotton in the Southern States within the last century, we call up an attractive topic. Before alluding to its marvellous development in its relation to Charleston, it will be interesting to note its place and progress in the world.

Herodotus, four hundred years before Christ, tells us that the wild trees of India "bear fleeces as their fruit, surpassing those of sheep in beauty and excellence, and the Indians use cloths made from these trees." Nearchus, the Admiral of Alexander the Great, reports a machine, equivalent to a roller gin, in use among the Hindoos, which separated the lint from the seed, and describes trees in India bearing as it were bunches of wool, out of which the natives make garments, wearing a shirt reaching to the knee, a sheet folded around the shoulder, and a turban folded around the head. The Greeks and Romans early used cotton goods to a limited extent as articles of exquisite luxury before they were acquainted with silk. "Sixty-three years before Christ, cotton awnings were used in the theatre at the Appollinarian games, and Cæsar covered the whole Roman Forum

and the VIA SACRA from his own house even to the ascent of the Capitoline hill, which appeared more wonderful than the gladiatorial exhibition itself."

The culture of cotton commenced first in the East, and has been handed down for thousands of years, for I find that cotton was cultivated in gardens from remote antiquity in China, yet this ingenious people never turned it to any account until the end of the thirteenth century, when it was first manufactured. In Central Africa cotton has also been a staple growth time out of memory; it is also of indigenous American growth. On the first landing of the Spaniards in Mexico they found it in considerable perfection, and the Mexicans seemed to be dependent upon this product, the wool of rabbits, feathers, and a fibrous plant called maguei, for their clothing materials, having neither wool, hemp or silk, and their flax was not used for these purposes. The able Clavigero says: "Out of cotton they fabricated nets of exceeding tenuity and as delicate and pure as those of Holland, and their cloths were interwoven into beautiful figures with the soft wool of rabbits; mantles, bed curtains and carpets they finished elegantly with mingled cotton and feathers." When Cortez entered the City of Mexico in 1519, Montezuma honored him "with gifts of finest cotton fabrics," showing not only that this plant was cultivated in that country, but that they had knowledge of weaving nearly three centuries before the mechanical inventions of Hargreaves, Arkwright, Compton, Cartwright, Whitney and Watt multiplied for us the production and uses of cotton. Cortez sent to Charles V, of Spain, "cotton mantles, some all white, others mixed with white and black or red, green, yellow and blue, waistcoats, handkerchiefs, counterpanes, tapestries and carpets of cotton." Columbus found it wild in Hispaniola, and on the continent of South America, where it had already grown into an article of use for clothing and other purposes, the Brazilians making beds of it. Magellan and Drake make the surprising statement that cotton was one of the articles of dress among the American savages on their finding of the country.

Schoolcraft, in his "History of the Indian Tribes," gives this exceedingly interesting statement:

"Spinning was practiced to a considerable extent among the Caribs, and the aborigines of all the West India Islands, even where little or no clothing was used. On landing on Guaguhana, Columbus found the inhabitants perfectly naked; and yet the women, he observes, had abundance of cotton yarn, and would exchange balls of it weighing twenty-five pounds, for the merest trifles. Of this they made their beds, which were suspended between two posts, and named *hamacs*, a name adopted by and in universal use among seamen. In the same year (1492), he found the women of Cuba had a slight covering of netted cotton; and in their houses large quantities of yarn, both wrought (woven or netted) and unwrought. In St. Domingo a chief gave to each of the Spaniards a dress of cotton. In his third voyage, the inhabitants of the Gulf of Paria were observed with bands or fillets of cotton about their heads, and *colored cloths* of the same about their loins.

"On another part of the coast, these cloths were beautifully wrought with various colors, so as to look like silk. In Yucatan similar embroidered garments were seen. These things were frequently offered for barter, but it does not appear that any of the discoverers thought it worth his while to record the processes of their fabrication. It was the plates of gold worn by the men that stimulated inquiry, not the simple occupations of the women; and hence not a syllable seems to have been put on record by the conquerors respecting native spinning and weaving.

"It is really surprising how the numerous quantities of thread consumed in ancient Mexico, were ever made by so slow and awkward a process. The men were well clothed, and the women appeared to have been as comfortably dressed as country people with us are. Then there were hammocks, bedding, and constant demands for the warriors to be provided. A few items from the tax tables, given in the paintings, will show how heavy were the demands which spinsters had to meet in addition to those of their own fam-

ilies. Cotton in bales, in yarn, and in blankets or mantles, caps and other parts of warrior's dresses, were regularly contributed. By single towns, four hundred bales of cotton wool was a common tax. A single town twenty-four hundred bundles of mantles (ponchos or blankets)," &c.

It may be thought out of place to introduce this information about cotton in the far off past, but it will prove new and interesting information to most of my readers.

A still more curious fact is, that objects of stone and clay, resembling spindle whorls, have been found in the Indian mounds of the West, supposed to have been built before the Christian era.

The early discoverers of the Mes-cha-cebe, or Mississippi, and its tributary streams, claim to have seen cotton growing wild and in great plenty. In 1726 cotton was a staple product of Hispaniola, and in 1753 Jamaica exported 2,000 bags. In 1740–48 the average annual export from Barbadoes for the eight years was 600 bags.

In the 1781–89 period, just previous to the advent of American cotton, England imported 150,000,000 pounds, or an average of 16,000,000 or 17,000,000 pounds per annum, and the sources of these supplies are seen in this exhibit for one of these years:

From British West Indies	5,800,000 lbs.
French and Spanish Colonies	5,500,000 "
Dutch Colonies	1,600,000 "
Portuguese Colonies	2,000,000 "
Smyrna or Turkey	5,000,000 "
	19,900,000 "

To protect and encourage the English carrying trade from those countries, there was a stipulation in Jay's Treaty (1792) against the importation of American cotton into England, but this was stricken out by the United States Senate. This is mentioned to show how little importance was attached by Mr. Jay to American cotton at that date.

In contrast with the present condition of cotton let us look at the plant in our own country in the seventeenth

and eighteenth centuries. Cotton was first cultivated in America in 1621, and "their plentiful coming up was a subject of interest in America and England." In Carroll's Historical Collections mention is made of its growth in 1666, and the plant was found to grow well on the Ashley in the first years of the settlement there (1670–71). In 1748, among the exports from Charles Town were "7 bags of cotton wool," valued at about $16 a bag; in 1770 three bags more were sent to England. In the year 1784 John Teasdale, a merchant of Charleston, shipped from this city to J. & J. Teasdale & Co., Liverpool, eight bags of cotton. When the vessel arrived out the laughable incident occurred of the cotton being seized on the ground that it could not have been grown in America. Upon satisfactory proof, which had to be furnished, it was released. This cotton shipment was the first ever made from the United States to a European port.

To show the obscurity of this plant, Mr. T. Coxe, of Philadelphia, writing in Rees' Encyclopedia, says: "Not a single bale of cotton was exported from this country of native growth before 1787," and in Smithers' History of Liverpool the eight bales above referred to are claimed to have been received from the Spanish Main, or the West Indies, and reshipped at Charleston.

The export of cotton to Europe was:

In 1785 (Charleston)..... 14 Bags.	In 1788.....380 Bags.
1786..... ..... 6 "	1789.....842 "
1787..... ....109 "	1790..... ..... 81 "

It is evident that there was a failure of the American crop in the last year. I have no means of knowing what effect was produced on the Liverpool Exchange, but it may be supposed that cotton speculation started then. How much was taken by "speculators," how much for "manufactures," or how much for "export," has never been recorded. Of the fourteen bags sent to Europe in 1785, ten bags were shipped by John Teasdale, who, it was said, had bought the year before the first bag of American cotton ever grown in South Carolina.

The prices of cotton at United States ports in 1790–1801 were as follows:

1790	14½	1796	36½
1791	26	1797	34
1792	29	1798	39
1793	32	1799	44
1794	33	1800	28
1795	36½	1801	44

In 1814, on account of the war, it had declined to 15 cents; 1815, 21 cents; 1816, 29½ cents; 1817, 26½ cents; 1818, 34 cents; and again declined to 15 cents 1824, and in 1825 rose to 21 cents. For the ten ensuing years the price averaged about 10 cents.

We have now to point out the marvellous development of cotton culture. This plant, always suited to our soil and climate, but limited by the difficulty of separating the seed from the fibre to uses purely domestic, and a culture so small as hardly to be estimated, rose at once after Whitney's invention of the cotton gin to the highest commercial importance. The immense areas of uncultivated land in the South seemed provided for the accommodation of this great crop. Its introduction energized the Southern people and opened a wide field for exertion; indigence might now hope for competency, and competency aspire to wealth; new labor was introduced from abroad or transferred from surrounding States, and under the impulse thus given to industry, wealth and refinement spread through the land, and that progress which is ordinarily the slow result of years was realized immediately.

The great factor in this wonderful growth was that marvellous invention to which is justly attributable the founding of what has come to be called the Empire of Cotton. It has rarely, if ever, occurred that the invention of a single machine has given employment to so many millions of people, and has added so much to the substantial wealth and resources of the world. Those of Arkwright for spinning cotton, and Fulton for propelling vessels by steam can

alone in these respects be compared with it; here is the simple story:

Mr. Eli Whitney, a native of Massachusetts, a gentleman of liberal culture and great mechanical talent, was graduated from Yale College in 1792, and went to Georgia to teach in the family of Mrs. Miller, a sister of General Greene. In her house he met many planters, all of whom regretted that so valuable a product which Georgia could produce so easily should be useless because of the difficulty of separating the cotton from the seed. He there noticed the difficult operation of picking the seed from the lint by hand. He studied the subject, and the result was the saw gin; his whole work was perfected in Mrs. Miller's house. I have before me a copy of the "Letters Patent," dated 14th March, 1794, to Eli Whitney, attached to which is the description of the machine and a complete set of illustrations. Soon after the patent was granted the machines were put upon the market, eagerly sought for, and their use initiated that great development which is so fully illustrated in the statistics which accompany this narrative.*

To the honor of South Carolina let the record be perpetuated; the General Assembly paid the great inventor $50,000 for the free use of the gin in South Carolina. North Carolina and Tennessee made some compensation for similar rights, but the State where the benefits from this machine were clearly the greatest, not only withheld remuneration, but opposed it in the Federal Courts. It was the good fortune of a South Carolinian, Judge William Johnson, of the Supreme Bench, after thirteen years of costly litigation to the plaintiff, to preside on Circuit, and decide in Mr. Whitney's favor. In his charge to the jury, he did full justice to the original inventor, as well as to the

*A patent for a cotton gin was issued under date of 12th May, 1796, to Hogden Holmes, which was operated by water-power on Mill Creek, Fairfield County, S. C., in the mill house of Mr. Kincaid, and is reported to have worked well. Eli Whitney's patent was contested in the United States Court, in the Georgia District, for thirteen years, during which protracted period I can find no trace of the Holmes patent, while the final judicial decision was in favor of Whitney, whose machines were then universally in use.

great importance and utility of the invention itself. To South Carolinians such an association with this wonderful instrument is properly a subject of pride and satisfaction.

The hand-loom was in use until 1813. The secret of the power-loom was so well kept in England, that the crude efforts to reproduce it in this country from the recollections of operatives from England, were not successful until 1822; and the first statistics of cotton manufacture were not reported before 1840, and now the American mill product aggregates $200,000,000 a year.

The following statistical exhibit will show the marvellous work accomplished through the instrumentality of Whitney's cotton gin, the spinning-jenny and the power-loom!

There were exported in 1791 of all kinds of cotton, 189,316 pounds, equal to 473 bags of 400 pounds, for all the ports. Whitney's gin came into use in the year 1794, and in 1795, 5,276,306 pounds, equal to 13,191 bales of 400 pounds, were exported. In 1838, 595,952,297 pounds, equal to 1,489,880 bales of 400 pounds each, were exported, while in a recent year, 3,150,000,000 pounds, equal to 7,875,000 bales of 400 pounds each, were grown in a single crop, of which 274,500,000 pounds, equal to 685,000 bales of 400 pounds each, were shipped from this port alone, and the wants of the world now require 6,000,000 to 7,000,000 bales of American cotton. To-day there are 1,619,000 acres of land in South Carolina devoted to upland cotton culture, with a product of more than half a million bales of 500 pounds weight.

The introduction of cotton into Europe, and its manufacture, are events which have had amazing results, exerting, it is difficult to say, how large an influence on society and governments. The wealth and power of Great Britain, acknowledged and felt by all the world, have a nearer connection with the cotton plant and cotton manufacture than with any other plant or industry whatever. McCulloch says: "The influence of the stupendous discoveries of Hargreaves, Arkwright, Compton, Cartwright and others, have overcome all difficulties; neither the cheapness of

labor in Hindoostan, nor excellence to which the natives had attained, have enabled them to stand the competition of England's purchase of their cotton, and after carrying it 5,000 miles to be manufactured, transporting the goods back, and selling them to the growers; a grand triumph of mechanical genius, and accomplished in a very few years.

LONG STAPLE COTTON.

Between the Ashley and the Savannah Rivers the coast of Carolina is lined with what are known as the sea islands; the largest and most numerous are around St. Helena Sound and Broad River. In area these islands represent 500 square miles, exclusive of salt marsh; but of this area there were only 23,887 acres, equal to about 37½ square miles, in cotton cultivation in 1879. Here is grown those fine grades of cotton which have made the Charleston market famous in the world. Less than one hundred years ago one bag of sea island cotton was the export. This was grown on St. Simon's Island, Georgia, in 1788, from seed brought from a West India island. Mr. Kinsey Burden, of South Carolina, obtained some of this seed and planted without result, and it was not until 1790 that Mr. William Elliott was successful with a small crop grown on the Northwest part of Hilton Head Island, said to be the spot where Ribault landed the first Colonists from France in 1562. This cotton sold for twenty-one cents per pound. Subsequently, in 1805, Mr. Burden began selecting seed, and through this process, noting results year by year and keeping his secret, he was enabled to improve the staple, and in 1825 he sold a crop of 60 bags at $1.16 per pound, and continuing his careful attention to seed selection and cultivation, he sold in 1828 two bags at $2 per pound. From that date the secret became generally known that the fineness of the cotton was due to skillful selection of seed, and careful cultivation, and to such perfection has the staple been brought by this means that entire crops have

been sold, not by samples, but by the brand on the bag, as the finest wines are sold. To prevent frauds in marks, many planters placed cards, with their names and the name and locality of the plantation, and the brand printed on them, in the bag while being packed ; and some planters in packing their finest grade cottons also covered the inside of the coarse bagging in which it was packed with close-textured cotton goods to protect the contents from dust in transit. There was great pride in those days among the sea island planters as to the market results of their crops, as it indicated the degree of perfection in their culture.

The war of 1860–5 brought utter ruin to these splendid planting operations during its continuance. The seed carried to the interior deteriorated in quality in a different soil and climate, and so scarce was choice seed from this cause in 1865–6, that Mr. Jos. T. Dill at one time had, in an ordinary letter envelope, the seed from which all the present fine long staple cottons have been since derived. This seed had been saved by the late Capt. George C. Heyward, and given to Mr. Dill, with the assurance of its great value. From this small beginning, and under the old perfecting process of seed selection and careful culture, the sea island cottons are once again produced up to the best grades of earlier years, although from many causes the demand for these extra fine grades is so limited as not to warrant more than the preparation of a small percentage of the whole crop. The proportion of lint to seed cotton has since 1865 been increased ; formerly, one pound of lint cotton to five pounds of seed cotton was regarded satisfactory. Thanks to Mr. Clark, of James Island, a fine variety of long staple cotton has been produced in late years, which yields one pound of lint to three and a half pounds of seed cotton. Despite the sweeping disaster of the war, the sea islands have since been developed to a considerable extent.

For convenient reference, I give the sea island cotton crop figures at Charleston for the 1842–83 period, furnished by Mr. Jos. T. Dill, of this city :

	Bags.
1842	20,461
1843	24,291
1844	19,136
1845	28,472
1846	30,201
1847	21,105
1848	21,925
1849-50	28,833
1850-51	28,362
1851-52	29,990
1852-53	32,814
1853-54	39,686
1854-55	40,841
1855-56	45,512
1856-57	45,314
1857-58	40,566
1858-59	47,592
1859-60	46,413
1860-61	War
1861-62	War
1862-63	War
1863-64	War
1864-65	War
1865-66	19,015
1866-67	33,326
1867-68	20,927
1868-69	17,956
1869-70	27,018
1870-71	21,348
1871-72	15,922
1872-73	26,289
1873-74	19,912
1874-75	17,027
1875-76	14,996
1876-77	17,823
1877-78	22,388
1878-79	19,900
1879-80	27,077
1880-81	36,815
1881-82	36,960
1882-83	36,143

The following statement is compiled from DeBow's Review; and for a portion of the period the prices are given, all of which will be useful for reference:

Exports of Sea Island Cotton from 1805 to 1842.

Year.	Quantity—Lbs.	Year.	Quantity—Lbs.	
1805	8,787,659	1813	4,134,849	War.
1806	6,096,082	1814	2,520,388	War.
1807	8,926,011	1815	7,449,951	
1808	949,051—Emb'rgo	1816	9,900,326	
1809	8,664,213	1817	8,101,880	
1810	8,604,078	1818	3,080,838	From So. Ca. only.
1811	8,029,576	1819	3,442,186	From So. Ca. only.
1812	4,367,806—War.	1820	6,020,101	From So. Ca. only.

Year.	Quantity—Lbs.	Price.	Average.
1821	11,344,066	12½@30d.	21¼d.
1822	11,250,635	10 @28d.	19d.
1823	12,136,688	11 @24d.	17½d.
1824	9,525,722	11¼@27d.	19¼d.
1825	9,655,278	15 @42d.	28½d.
1826	5,972,852	10 @30d.	20d.
1827	15,140,798	9¾@20d.	14¾d.

Year.	Quantity—Lbs.	Price.	Average.
1828	11,288,419	10 @22d.	16d.
1829	12,833,307	9 @21d.	15d.
1830	8,147,165	11¼@20d.	16d.
1831	8,311,762	9½@18d.	13¼d.
1832	8,743,373	9½@18d.	13¾d.
1833	11,142,987	10½@22d.	16¼d.
1834	8,085,935	13½@26d.	19¾d.
1835	7,752,736	14 @33d.	24½d.
1836	8,554 419	14 @36d.	25d.
1837	5,286,340	12 @40d.	26d.
1838	7,286,340	.....	.....
1839	5,107,404	.....	.....
1840	8,770,669	.....	.....
1841	6,400,000—20,000 bags@300 lbs. each		

TOBACCO AS A CROP.

The wonderful spread of cotton culture extinguished the production of tobacco, which was found not to be as profitable as the new plant. In 1791 there was received at this port about eight thousand hogsheads, weighing about a ton each. The inspection of tobacco was regulated by the State, and the Citadel buildings now occupy the site of the Tobacco Inspection, where it was received, examined and stored. It is not possible to state with accuracy the total product of tobacco in this State, for the receipts here do not show it. Much of the crop of the upper part of the State found its way to North Carolina and Virginia markets. The plant is still cultivated in both States as a leading crop.

More than half a century has elapsed since this discontinuance of tobacco planting in South Carolina. Meantime the spread of cotton culture on the rich lands of the Southwest has influenced the cultivation in the older States by the competition in prices, but there has been a steady growth of tobacco planting in North Carolina, and thriving towns have sprung up in a few years where none existed before, from the profits of growing tobacco. The whole of middle and upper Carolina offer lands suitable for this plant, and the most valuable varieties reach a fine growth on our sea islands. Many planting experiments made on

the sea islands, both previous to and since the war, were eminently successful, but these experimental crops failed in the curing. Surely scientific research and experience might overcome this disability, and when it is recalled that only seven and a half per cent. of sea island acreage is grown with sea island cottons, and that there is no profitable market for more, it is worth considering if tobacco cannot be introduced successfully on these islands—the garden spot of South Carolina.

Indigo shared a like fate; cut off from the foreign markets, during the war of the Revolution its production was of course more or less neglected, and when the ports were opened there was no protection for it as heretofore in the markets of Great Britain. The stocks accumulated in the 1776–83 period, and on hand at the close of the war, figure in the exports of the succeeding years, and then indigo gradually disappeared, and cotton occupied its place in South Carolina.

LUCAS' RICE MILLS.

The various contrivances for cleaning rice from the crude wooden mortar and lightwood pestle of the seventeenth century, as well as the later inventions of Guerard and others, all passed away, when Jonathan Lucas introduced here his improved rice mill run by water-power.

To this citizen we are indebted for the admirable machinery by which rice is cleaned and prepared for market—machinery which in its most improved state has been copied and introduced in the North and in Europe, serving materially to increase the consumption of the grain by supplying it in the most desirable condition to home and foreign markets.

He was a thoroughly educated millwright, was born in 1754 at Cumberland, England. Shortly after the war of the Revolution he sailed from England for a more Southern port, but through stress of weather the vessel was driven on this coast and stranded near the mouth of Santee River. It

was there that he noticed the laborious process then in use, for cleaning the rice from its hull, and preparing it for market. His was the thought and his the skill which accomplished the wonderful economic improvements upon the old "laborious processes" by which the great forces of nature were soon to be harnessed to new machines, and the cultivation and preparation of this cereal to receive an impetus which subsequently resulted in greatly increased rice crops.

In the year 1787 the first water mill was erected by Mr. Lucas, to whom the credit of the invention is understood to be due. This was built for Mr. Bowman on a reserve at his Peach Island plantation on Santee River. Jonathan Lucas, Jr., inherited his father's mechanical talent and skill, and associated with him constructed on Cooper River in 1801 the first toll mill for cleaning rice. The first brushing screen ever used was put into this mill in 1803. He yielded at length to the invitations of the British government, and passed the remainder of his days in England. The next water mill built by Mr. Lucas, Sr., on the Santee, was on the reserve at Washo Plantation for Mrs. Middleton, afterwards Mrs. Gen. Thos. Pinckney. About the same time or soon after a water mill was erected on a reserve of Winyaw Bay for Gen. Peter Horry. Also for Col. William Alston on the reserve at his Fairfield Plantation on the Waccamaw River. In the year 1791–92 Mr. Lucas built on Santee the first tide mill for Mr. Andrew Johnston, on his plantation called Millbrook. In a year or two after, the same indefatigable and ingenious mechanic erected on Cooper River an improved tide mill, which was furnished with rolling screens, elevators, packers, etc., at the plantation of Hon. Henry Laurens, called Mepkin. Under the plan of these original mills those erected at a later day have been chiefly improvements in construction, not in plan. Substantial improvements are said to have been introduced in rice milling by David Kidd, a machinist from Scotland, of very high character for ingenuity and practical ability. A considerable advance having been established in the process of rice milling, by the Lucas mill and the application of

water-power, these were erected on many plantations, and in 1795, Mr. Lucas erected on Shem Creek, at Hadrell's Point, in Charleston harbor, a combined rice and saw mill driven by water-power, and this was the first mill erected in the immediate vicinity of this city.

In the earliest years of the present century Mr. Lucas built in the city a tide rice mill on Ashley River, North of the present site of West Point Mill, and the water-power was supplied by the extensive pond enclosed by banks, the North boundary of which is the present Spring Street. This property was purchased from the Daniel Cannon estate; I have not been able to ascertain if the extensive embankment which encloses this pond was Mr. Lucas' plan and work or not, but his intelligence and enterprise were equal to so large a project. This mill attracted a considerable toll business, and initiated that movement which largely brought to this city the important and lucrative rice milling business, which for three-quarters of a century it has so successfully maintained. Next followed a steam rice mill in 1817 also by Mr. Lucas, at the foot of Mill Street, the ruins of which may still be seen. It was here that steam-power was first used in this country for rice milling purposes. After these mills came a steam rice mill owned by Lucas and Norton, built upon Cooper River, on what was known as Gadsden's Wharf. This mill was burnt and another was erected on its site. Another steam rice mill was built by Mr. A. W. Chisolm about 1830 on Ashley River, at the foot of Tradd Street, where formerly stood Dunkin's saw mill. This mill was also burnt in the early part of 1859, and the present Chisolm's rice mill rebuilt the same year and is still operated.

About 1840, Jonathan Lucas, the grandson, built a steam rice mill upon the Ashley, where now stands West Point Mill. This mill was burnt and the present West Point Mill Company built on this site in 1860–1861, and is still operated.

In 1844 Governor Thomas Bennett built a steam rice mill upon Cooper River, at the foot of Wentworth Street—this mill is still operated. A mill was also built upon Gadsden's

Wharf, by Mr. Deveaux. The site of this mill was purchased by Robb & McLaren who, about 1846, erected thereon an improved steam rice mill, and conducted there a large and profitable business.

In 1822 Jonathan Lucas, Jr., accepted offers in Great Britain and made his future home there. The subsequent erection by him and others of rice mills in Europe had the effect in time of drawing rough rice supplies not only from Eastern countries but from Charleston; under the influence of import duties on clean rice, that of Great Britain being equal to $4.00 per tierce of clean rice, mills were kept running in London, Liverpool, Copenhagen, Bremen, Amsterdam, Lisbon and Bordeaux, and Carolina rough rice was shipped hence in cargoes to those distant mills. This movement reached its maximum in 1850, when 581,832 bushels, equal to 26,500 tierces of clean rice, were cleared at this port. Ten years after the rough rice export had fallen to 132,908 bushels, equal to 5,600 tierces of clean rice.

In the last few years a new enterprise, the Charleston Rice Milling Company under the management of Mr. Russell, has been operating a new rice mill at the foot of Hasel Street with satisfactory results.

The rice mills of Charleston have achieved a reputation in the preparation of this grain that accords them superiority in this complex branch of business, and to the first Lucas mill built on the Ashley may be traced this large and valuable city business.

The largest crop of Carolina rice was in the 1850–1860 decade, when 160,000 to 163,000 tierces, equal to 3,564,000 bushels rough rice, were marketed, and the largest combined crop of Carolina and Georgia rice was, in 1849, stated at 198,000 tierces, equal to 4,356,000 bushels of rough rice. The late war brought ruin to this great industry, and the rice crops since have averaged about 45,000 tierces, equal to 1,000,000 bushels of rough rice. Thousands of acres of once valuable rice lands embracing some of the most remunerative plantations in the State have been waste land since.

ID
No 3

SHipped by the Grace of God, in good Order and well Condition'd, by D'Hara Son in and upon the good Ship called the Schooner Summerset whereof is Master, under God, for this present Voyage, Simeon Dillingham and now riding at Anchor port Charleston and by God's Grace bound for the West Indies to say,

One Box Madras Handkfs

being mark'd and number'd as in the Margin, and are to be delivered in the like good Order and well Condition'd, at the aforesaid Port of West Indies (the Danger of the Seas only excepted) unto Monsieur Jaffier Amie or to his Assigns, he or they paying Freight for the said Goods as Customary with Primage and Average accustom'd. In Witness whereof the Master or Purser of the said Ship hath affirm'd to 3 Bills of Lading, all of this Tenor and Date; the one of which 3 Bills being accomplish'd, the other 2 to stand void. And so God send the good Ship to her desir'd Port in Safety. *Amen.* Dated in Charleston July 4th 1796

Contents unknown
Simeon Dillingham for Capt. Dillingham

COMMERCIAL CHANGES.

It will be interesting to sketch very briefly the vicissitudes and changes of commerce during the past hundred years.

From 1790 to 1807 Charleston enjoyed a large and growing commercial prosperity. As a consequence of the neutral position held by the United States, a large share of the carrying trade of Western Europe was thrown into the 850,000 tons of American vessels then afloat; this port became the depot for large quantities of European merchandise destined for the West Indies, and the bulky products, sugar, coffee, &c., moving East from those ports; a large amount of tonnage was required, and our city from its convenient location was the entrepot for this business both ways. As a matter of curiosity, the fac-simile of a bill of lading of this period is reproduced here, with its quaint phraseology as compared with those now in use; it was copied from the original in the possession of Mr. David Jennings.

Many of the large and substantial warehouses constructed on our water-front were built to accommodate this lucrative commerce. Just as her future was most promising, and the golden era of her commerce was flushed with success, came the Non-Intercourse Acts and the Embargo, followed by the war of 1812–15. Looking back to that period, we may well exclaim with Randolph, of Roanoke: "The Embargo is the Illiad of all our woes." Into the stream of those mighty European events, which were world-wide in their scope, and the ruinous political policy of that period, the commercial fortunes of Charleston were strongly drawn. Ruin came to many of our merchants, and the sudden change brought poverty to thousands in city and State. The only nation really benefitted by the embargo was France, and when peace came in 1815 our merchants found all changed; old things had passed away, and a new future, which received its direction from the then extending culture of cotton, was to be created. While Charleston was helplessly suffering from the commercial inaction of the embargo

and the war, New England was developing its manufactures, and a large portion of its commercial capital turned aside by President Jefferson's embargo policy did not, when peace came, revert to its old pursuits. There is much significance in the simple statement, that ship-owning free trade New England of 1807 emerged from the war of 1812–15 vigorously protectionist; their progress had been changed, not arrested, and their industries in alliance with those of Pennsylvania have ever since been cared for at the expense of the larger interests of the people of the whole Union.

One hundred years ago, James Watt was perfecting his steam engine and initiating its use for navigation purposes. He had invented the condenser, enclosed the cylinder, and adopted the use of oil and tallow in moving a piston by steam against a vacuum. He held a patent for his expansion engine, for six modes for regulating motion, for a double action engine, double cylinders, steam wheels, &c. In 1784 he obtained patents for parallel motion, locomotive engine, hand gear and valve. These, and subsequent improvements by Robert Fulton in the application of steam for the purposes of ocean navigation, have brought with it an era of rapid improvement in naval architecture and all other matters relating to nautical affairs which were never dreamed of even fifty years ago, fulfilling the prophecy of Napoleon, who in 1804 said of Fulton's plans: "A great truth, a physical palpable truth is before my eyes, which may change the face of the world."

Before steam lent its giant powers to navigation, locomotion over the deep was attended with a degree of danger and uncertainty, which seemed so necessary and inevitable, that as a common proverb it became the type and representative of everything which was precarious and perilous. To the introduction of steam navigation we may trace many of the great changes which are now felt in the commerce of our city. Through this agency the enterprise and capital of the larger commercial cities have been successful in diverting the natural flow of commerce from its accustomed channels to their own ports. As an illustration, the steamship

Robert Fulton, 700 tons, was built in 1819 for the New York-Havana business, but so strong at that time was New Orleans and Charleston in the West India trade that the voyages were made from New York to Charleston, thence to Havana and New Orleans, requiring nine days for running time. Subsequently direct lines from New York to Havana were gradually absorbing this business, and to meet this altered situation Charleston merchants organized a steamship enterprise, under the management of Messrs. Mordecai & Co., direct from this port to Havana, and many will remember the *Isabel* and her successful career up to the late war between the States. Since then, this entire business has been transferred to Northern ports, through the opportunity presented by the war, and the instrumentality of splendid steam lines, originating in and leading to New York.

Up to 1860, Charleston had a large capital invested in ships for the European and East India trade. Since then a great revolution in ship-building and marine engines has been wrought. By the operation of our laws regulating shipping, Great Britain, as against us, has a practical monopoly of iron ship-building, and supplies the world with tonnage. No one can examine the ocean steamship arrivals at New York without seeing a marked absence of the American flag. The results arrived at in iron steamships are large capacity, economic consumption of fuel, and speed. Iron and steel now enter almost entirely into the construction of hulls, and on the same over-all measurement the gain in freight room is 20 per cent. over wood, and the gain in the strength and durability of iron and steel ships is more than an equivalent for the increased first cost over wooden ships. An illustration of the revolution in machinery may be made by stating that the Inman steamship *City of Brussels* was placed on the line in 1869, as a model of nautical excellence. Seven years after her launch, while her hull and sailing appointments were in undiminished efficiency, her machinery was removed, and she was furnished with new engines. This costly renovation was made, with the result, that by the new compound

engine, greater power was obtained with a consumption of 65 tons of coal per day, than with 110 tons with the old engine, while the gain in cargo capacity previously occupied by coal, was equal to 800 tons; there was also an increase in speed. This marks the great revolution in ocean transportation, and accounts for some features of the carrying trade, which we shall now notice.

We have had steamships loading at this port the past year at old sailing packet rates of freight, and even so coarse and bulky an article as phosphate rock is constantly loading here for European ports, in steamships that arrive in ballast for these voyages. The important elements of time and certainty enter into this calculation, and the modern marine engine, in economizing time and ensuring certainty, is making a great inroad into the customary business of sailing vessels.

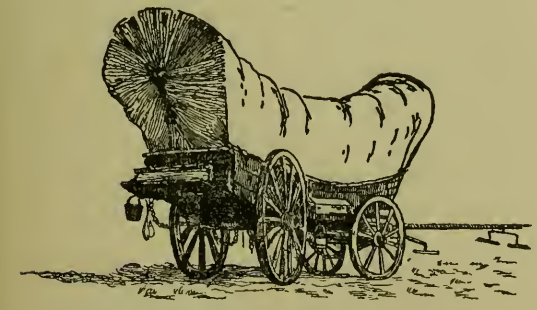
As the trade of the West India Islands has, under steamship influences, been diverted from Southern to Northern ports, notably New York, so the enormous stream of passenger and freight tonnage concentrated at New York from European ports, has already exerted an influence, and will continue to affect the movements of cotton and other produce at Southern ports.

Within the past year, agents of Eastward bound ocean steamships at New York have invited shipments of phosphate rock by steam from Charleston, at profitable freight figures for the coastwise steamships, to ballast their own steamships Eastward bound at the mere cost of handling this freight, while cotton has moved from New York to Liverpool at a price so nominal as hardly to pay for the handling. These are important facts; England substituting steam for sail on an extensive scale, and Germany, Norway, Sweden and Denmark sending us annually a large amount of sail tonnage. It seems to be a contest between the North of Europe, with economic ships, low wages and cheap supplies, and English machinery and iron and steel hulls; the United States is not now a contestant on the ocean.

It is to such causes that we must look for explanation of

the absence from our port of the old Charleston ships in the foreign trade. Added to the permanent facilities above referred to is the fleet of iron screw-ships "seeking," with cheap motive power and large capacity, which can live on phosphate rock freight at 20 to 25 shillings per ton, and make money on cotton and naval stores freights at the old sailing packet rates.

While Charleston is wanting now in the large ship interests once centered here, there has been a marked development of other industries and business in our city. It is estimated that five million dollars of phosphate mining and manufacturing interests are owned here. Wholesale and retail dealers now number nearly a thousand persons, whose resources are stated at $20,000,000. Numerous mechanical and manufacturing establishments have products of eight or nine million dollars a year. While the aggregate value of produce received, and local manufactures with the wholesale and retail trade is stated at $75,000,000 annually. There is a marked change also in the State, once almost exclusively agricultural, there are now over 180,000 spindles, and likely to consume in the near future 90,000 to 100,000 bales of cotton annually, disbursing nearly a million dollars in wages, &c., and producing every year 8,000,000 pounds of yarn, and 44,000,000 yards of goods. Charleston has her share in this great change by her splendid cotton mill in Hampstead, recently completed, and turning out the most desirable styles of goods.



Carolina Wagon of the Olden Time.

The changes in land transportation are as marked as that by sea. While Stephenson was perfecting his locomotive and applying it to railway purposes, the wagon was the best means of land transit to Charleston for cotton

and other produce. King Street, South of Line Street, was a succession of wagon-yards and stores, and the old "Bull's Head Tavern," where farmers and wagoners were entertained, was still quite an institution as late as forty years ago, and even later. The wagon yards soon became too small for the railroad receipts, and this annually increasing business was transferred to the wharves, and many of the extensive warehouses now seen there were erected to accommodate the growing cotton trade.

PROGRESS OF RAILROADS.

The history of railroads may properly be said to have commenced with the second quarter of the nineteenth century.*

Passing over the earliest efforts of George Stephenson on the Stockton and Darlington Railroad of England, the first stage of locomotive construction is represented by

"*The Rocket*," four and a half tons loaded, built by George Stephenson, which took the prize of £500 offered by the Liverpool and Manchester Railroad, October, 1829. The specification by the company was: "If locomotives of six tons—must be able to draw twenty tons, at ten miles per hour." The actual performance was seventeen tons on a level, at twelve and a half miles per hour.

"*Stourbridge Lion*," seven tons, from Stourbridge, England, for the Delaware and Hudson Canal Company of the United States. Capacity sixty to eighty tons, at five miles per hour. This engine proved too heavy for the road (being two tons on each wheel), and was put on side track and never used; it arrived in May, 1829, and was the first locomotive to turn a wheel in the United States, on 8th August, 1829.

"*The Best Friend*," four and a half tons, was the first loco-

*For this interesting information about railroad progress I am indebted to Colonel C. S. Gadsden, of the Charleston and Savannah Railway Company.

motive built in the United States, under a contract between the South Carolina Railroad Company and Mr. E. L. Miller, of Charleston, S. C. Arrived in Charleston 23d October, 1830.

The resolution of the South Carolina Railroad Board of Directors, which declared that "in future not over twenty-five passengers to any car; speed shall not exceed one car and passengers at fifteen miles per hour, two cars and passengers at twelve miles per hour, three cars and passengers at ten miles per hour," indicates the first idea of passenger transportation by railroads.

The specification in this case was that "The Best Friend" should perform at the rate of ten miles per hour, and carry three times her weight.

SECOND PERIOD LOCOMOTIVES—1860.

Locomotives of this period weighed from twenty to twenty-five tons. Capacity: In freight service sixteen to eighteen box cars, weighing eight tons empty and sixteen tons loaded; aggregate weight of train two hundred and fifty-six to two hundred and eighty-eight tons exclusive of locomotive. Speed of passenger trains twenty-two to twenty-three miles per hour for express and mail trains.

THIRD PERIOD LOCOMOTIVES—1883.

Locomotives of this period for same class of roads thirty-five to forty tons for both passenger and freight traffic.

The "Mogul" and "Consolidated" are types of the locomotives employed. Capacity in freight service, thirty-five to forty-five twenty ton cars; aggregate load, one thousand and fifty to thirteen hundred and fifty tons, exclusive of locomotive. Speed of passenger train thirty-five to fifty miles per hour.

There was on exhibition at the "Exposition of Railway Appliances" in Chicago, in May, 1883, a locomotive of the Southern Pacific Railroad, of the following dimensions: En-

gine and tender 186,000 pounds—ninety-three tons. Capacity twenty-two twenty ton cars (six hundred and sixty tons weight of train), up one hundred and five feet grade and around an eight degree curve.

FREIGHT CARS.

The *first* freight cars were mounted on four wheels attached rigidly to frame of car, which latter carried from two to four tons.

The freight cars of 1860 weighed eight tons empty, and sixteen tons loaded, and were mounted on two trucks of four wheels each, attached to car body by the king-bolt, which enabled trucks to accommodate themselves to the curves of the track.

The freight cars of the third period weigh ten tons empty and thirty tons loaded, with great improvements in both body and trucks, to afford better accommodations to the varied classes of freight, and to move with greater celerity with safety.

PASSENGER COACHES.

The first coaches were made to resemble two or three mail coaches of the Turnpike coupled together, mounted on four wheels, attached rigidly to frame of car, without any springs, and having no pretension to comfort in the interior arrangements, being crude and primitive, and seating from twenty to twenty-five passengers.

The coaches of the second period, were from forty to forty-five feet long, flat-roofed, with entrance at each end and long aisle down centre of car, seats upholstered with Brussels carpet on spiral springs, or hair, for cushions. There was little or no demand for the cabinet-maker's, or other decorative art.

These bodies were of plain exterior, small windows, with stoves in centre of car; were mounted on two four-wheel trucks to the coach, furnished with swinging bolsters, and

elliptical springs. The platforms, bumpers, methods of coupling, hand-brakes and bell-lines showed a decided advance over primitive ideas. These coaches seated thirty-five to forty passengers, and cost from $2,500 to $3,000.

The coaches of the present day, or third period, present the appearance inside of handsome drawing-rooms; the elevated roofs giving better ventilation; the heaters affording warmth in winter by forcing hot water through a system of pipes; the elaborate ornamentation and luxuriousness of upholstery, with the comfortable drinking and toilet arrangements, show a wonderful advance in the attempt to minister to the comforts of travel. These coaches, highly decorated and painted with great skill, are mounted on six-wheel trucks, which, in themselves, are marvels of strength and elastic motion. The Janney platform and coupler enable the conductor to so attach the cars in the train as to incur the minimum of lateral motion, with the highest degree of security in case of collision. These cars seat fifty to sixty passengers, and cost $5,000 to $5,500. The Pullman sleeping car, besides the many comforts offered to the traveler by day, is converted into a sleeping palace by night; these cars carry forty persons at the most, and cost $15,000 to $20,000.

TRACKS.

The earliest railroads were built with a strap iron rail spiked to a longitudinal stringer, which in turn was notched down on cross-sleepers three feet apart. These rails were punched for the spikes, with no contrivance to confine the joints, and accidents frequently occurred by these straps forming "snake-heads," and forcing themselves through the bottom of the cars.

By *1860* these strap rails had been succeeded by the "chub," and "U," and then the "T" rail was in general favor; all these of iron.

The "chair" was invented to confine the two ends of connecting rails and was spiked securely to the cross-tie.

The stringers had generally been discarded in favor of the cross-ties, placed transversely under the rails and upon the bed of earth as graded by the engineer. Spikes $\frac{9}{16}$ by 5½ inches were adopted as the best fastening, being driven into the cross-ties on each side of the base of the T rail. Little or no attention was as yet paid to introducing "ballast" of any kind; the natural earth being used very generally for surfacing.

The track of 1883 is formed of steel rail, from fifty to seventy pounds weight to the yard, a modification of the old T rail pattern, spiked to cross-ties two feet apart from centre to centre, with four spikes to the tie, and secured at the joints by "fish," or angle plates, bolted through the end of the rails, forming thus, practically, a continuous rail.

This superstructure rests on ballast of stone, gravel or sand of one foot to eighteen inches thick, overlying the natural soil.

Great attention is paid to "drainage," and high speed, with great degree of safety and comfort, has been attained.

The appliances for transferring trains from one track to another are of various "safety" types, known as the "Wharton," "Tracey" and "English," &c., switches.

Finding the single track inadequate to their traffic, the Trunk lines have added another, or double track, for movement in each direction, and the wealthier and stronger roads have as many as four tracks of the heaviest steel rail, separating passenger and freight trains as well as moving trains in opposite directions on different tracks.

STEEL RAILS.

The discovery of the "Bessemer Process" of converting iron into steel in bulk, has been a potent agent in stimulating railroad progress.

The enormous tonnage of the Trunk lines had in 1870 reached a point where iron was practically valueless for track; renewals were necessary on mountain sections every few months, so severe was the usage to which the rails were subjected.

This great discovery enabled Trunk lines to substitute steel for iron rails with a durability over the inferior article out of all proportion to the increased cost.

In 1866 the comparative values were $153.75 per ton for iron and $174.75 for steel; these prices have, with slight fluctuations, constantly declined, and at present steel rails can be bought at $34 per ton, free on board, at American works, while iron is no longer quoted.

The reduction of the duty on steel, together with the marked improvement in methods of production, have contributed to this great decline in price.

BRIDGES.

The advance in the science of bridge construction is indeed marvelous. The very heavy and expensive stone structures of the early period on the continent were never introduced into this country. There was not capital enough to warrant this great expenditure, nor was population dense enough to promise return on so large a first cost.

The cheaper wooden structures of the first period under consideration were succeeded by the Howe and other styles which were everywhere in use about 1860; the spans were rarely ever one hundred and fifty feet.

Gradually these wooden bridges have been replaced by structures, in part or in whole, of iron; steel has not been generally adopted in bridge construction. The bridges of the present day are triumphs of engineering skill.

From the light, airy and graceful iron bridges of one hundred and fifty feet span, which are marvels in themselves of the judicious and scientific disposition of material to meet the demands of the load, attention is directed to the wonderful triumphs of science in the "Brooklyn Suspension" and the "Niagara Cantilever" bridges of fifteen hundred feet spans. The possibilities in this direction seem limited only by the means at the command of the man of science.

THE RUNNING OF TRAINS.

Alongside of the physical triumphs in railroad construc-

tion, we find marked advance in the methods of management, and the appliances for promoting the speedy and safe transit of traffic. In the earliest days of railroad service, trains were run without time-tables, the rule being to keep a sharp lookout for the opposing train of which no advices could be had. The effort on the part of both engineers was to pass the "half-way" stake, which was located between each pair of stations, knowing that the unsuccessful party must back his train to the last turn-out passed.

The second period of railroad life showed advances in train service. There was a time-table, with regular passing points, and a code of rules for the guidance of train men, but though the telegraph wire was an agent in the service, it was used rather to convey intelligence than, as now, to deliver orders. The bell-cord was the means of communication between conductor and engineer, and recognized signals by this agency, and at night by lamps, &c., parts of the system of train service.

At present the time-table is still in force for trains on regular schedule on time, and a code of rules for guidance under all possible combinations of circumstances; while at the same time the dispatcher in the telegraph office keeps record day and night of the position of trains, checking the speed of one, and again hastening the passage of another over the line to appointed meeting points, thus economizing the valuable time of both passenger and freight traffic.

The automatic air-brake is at the service of engineer, conductor and passenger alike, to stop immediately the train, should danger be seen at any point. Added to these methods, the important Trunk lines of the country have introduced the "block system," which divides into blocks or sections of two or more miles the entire length of road, securing the absolute safety from collision of a train in any block by preventing any other train from entering such block till the first shall have passed out.

There are also elaborate systems of signals, interlocking signal and switch, automatic electric block system, and

various uses of electricity in combination with safety appliances as yet not thoroughly tested or adopted.

STANDARD TIME.

The rapid growth of railroads in the United States, and their spread over an area of fifty-five degrees of longitude from the Atlantic to the Pacific Ocean, showed the necessity of some general standard of time.

As the control of these extended railroad lines was held in many different centres of population, situated at various intervals throughout this territory, each of which took its time from the sun, it was found in the year 1883 that there were actually upwards of fifty different standards of roadway time, causing endless embarrassment in their relations to the public and each other wherever these radiating railroads crossed or connected.

After many suggestions from various sources, the scheme originated and perfected by Mr. W. F. Allen, of New York, was ultimately adopted by a majority of the roads in Canada and the United States.

Mr. Allen's plan was substantially this: Taking the observatory of Greenwich as a base, he divided the territory of Canada and the United States into five grand divisions of time.

	Central Meridian.
The Inter-colonial	60° West from Greenwich.
The Eastern	75° West from Greenwich.
The Central	90° West from Greenwich.
The Mountain	105° West from Greenwich.
The Pacific	120° West from Greenwich.

The central meridians of these several divisions or zones are taken at fifteen degrees, or just one hour's interval apart across the whole North American continent, and correspond very nearly with the sun time respectively; while at no point in the belt of territory controlled by any one standard should the standard time differ more than thirty minutes from the sun time at such point.

A glance at the map issued in connection with this plan of Mr. Allen will show that this latter is accomplished by

having the standard time meridians central in the zones, controlled by each, i. e. the belt extends seven and a half degrees on each side of its peculiar meridian. The time of the meridian of the Inter-colonial zone is just four hours later than Greenwich, and the time of the Pacific meridian is four hours behind the Inter-colonial. Noon at Greenwich would be 8 A. M. at the Inter-colonial and 4 A. M. at the Pacific meridian.

The general adoption of this scheme of standard time by the government of the United States, the principal cities of this country, and by very nearly all the railroad, telegraph and express companies, has afforded great relief to the public in its intercourse with these several institutions, and been an appreciable step in the march of civilization.

THE MODERN RAILWAY AND MARINE ENGINE.

While the Liverpool and Manchester Railroad was being constructed in 1829, under Stephenson's direction, and Baltimore was reaching out to the Ohio River, Charleston was projecting a railroad to the head of navigation on the Savannah River, which, when completed, was then the longest railroad in the world.

This was followed by other earnest efforts, headed by the late Robert Y. Hayne, to cross the mountains and establish railroad communication "with the vast interior of the continent;" but failure attended these efforts. The dominant thought of that time and since, has been to have Charleston a nice quiet place to live in, and not to allow it to expand into an influential and wealthy metropolis, and so, in surveying the past, we can only deplore a short-sightedness which leaves us to contemplate Baltimore, with her great trunk railroads to the West, in all her commercial and industrial grandeur of power and influence, and Charleston left far behind in the great career which was as open to us as to our now opulent and influential sister city. Every acre of land in South Carolina might to-day have been quadrupled in value, and a higher civilization been reached by all our people, if we had lived up to our great privilege

and opportunity in railroad transportation during the past half century. Robert Y. Hayne uttered a great truth fifty years ago, when he said: "*Next to the Christian Religion, I know of nothing to be compared with the influence of a free, social and commercial intercourse in softening asperities, removing prejudices, extending knowledge and promoting human happiness;*" and his words are as true to-day as then, and should have intelligent response even now, late as it is.

The true future of our city rests on the modern railway and its equipment, and on the modern marine engine. We may hug delusive phantoms of hope, but only to these giant levers we must OURSELVES ultimately resort to achieve success. That "vast interior of the continent," is a great and growing hive of industry and wealth; our port would be a necessity to that great West if we controlled direct railroad communication with it; but we have it not. Others have crossed the mountains and are already there, and we too must assert ourselves and enter that field if we are to change our fortunes. We can build railways now, cheaper than ever before; at $34 per ton for steel rails we can reach the great West on the *minimum* of outlays, and very moderate traffic rates will support handsomely this relatively small capital; those already there, have gone there, earlier it is true, but relatively at enormous cost. At the present ratio of growth, the West will need the port of Charleston in the near future; there should soon be a common interest and a common purpose, in having the shortest railway connection over the minimum of grades, between the Ohio River and Charleston; when we can travel the length of our State, from Charleston to the Northern border, in six hours or less by an air-line, and crossing the mountains, bring the West as near to us as this multiple of time for the balance of the distance will ensure, there will be new faces in our marts and on our water front, and a great career will open for us of Charleston. And in close association with rapid rail transit to the West, let us not omit to look over the seas to the South, and harness the marine engine to our service. The late M. F. Maury said: "Behold the valley of

the Amazon and the great river basins of South America; *there* is a wilderness of treasures; all the elements of the most valuable commerce are there, and of easy development. * * * Soils of the richest loam are there; the climates of India, of the Moluccas and the Spice Islands are all there, and there too are the boundless agricultural and mineral capacities of the East and of the West, all clustered together. The Caribbean Sea and the Gulf of Mexico are twin basins; the great equatorial current, having its *genesis* in the Indian Ocean, and doubling the Cape of Good Hope, sweeps by the mouth of the Amazon, and after traversing both the Caribbean Sea and the Gulf of Mexico, it meets with the Gulf Stream, and places the commercial outlet of that river almost as much in the Florida Pass as is the mouth of the Mississippi itself. These twin basins are destined by nature to be the greatest commercial receptacles in the world. No age, nor clime, nor quarter of the globe afford any parallel or any conditions of the least resemblance to these which we find in this sea and gulf. What other arm of the ocean is between two continents with opposite seasons?"

Consult the map, and see how advantageous is Charleston's location for the world of commerce that can be directed through her portals, with the surplus products of the Northwest Southward bound, and the products of the Southern countries we have referred to in return cargoes. If our commerce once spread its wings over such an interchange, it would be like the touch of the magician's wand here.

THE POST OFFICE.

In close connection with commerce is the transportation of the mails and the administration of the Post Office Department, in which the most remarkable changes have occurred in the past hundred years.

From a complex system of rates and distances initiated by the Continental Congress, we have reached the simplicity of almost penny postages and unlimited distances in 1883; the first legislation for the Post Office Department is con-

tained in an Ordinance of Continental Congress of date October 18th, 1782.

	Cents.
Charges in pennyweights and grains of silver, each pennyweight 5-90ths of a dollar	5.5
For any distance not exceeding 60 miles, 1 p'wt 8 gr's	7.4
For over 60 miles and under 100 miles, 2 p'wt	11.11
For over 100 miles, and under 200 miles, 2 p'wt 16 g'rs	14.8
And 16 gr's advance on every 100 miles.	
Single letters to Europe, 4 p'wt	20 2
Doubled for double letters	44.4
Trebled for treble letters	66.6
One ounce, 4 rates, and so in same proportion for increased weights.	

By the Act of 1792 the following postage rates by land were established. It will be noticed that the distance was a factor in the rate of postage:

	Cents.
For every single letter not exceeding 30 miles	6
For every single letter over 30 miles, and not exceeding 60 miles	8
For every single letter over 60 miles, and not exceeding 100 miles	10
For every single letter over 100 miles, and not exceeding 150 miles	12½
For every single letter over 150 miles, and not exceeding 200 miles	15
For every single letter over 200 miles, and not exceeding 250 miles	17
For every single letter over 250 miles, and not exceeding 350 miles	20
For every single letter over 350 miles, and not exceeding 450 miles	22
For every single letter over 450 miles	25
For every double letter, double the said rates.	
For every triple letter, triple the said rates.	
For every package weighing one ounce avoirdupois, to pay at the rate of four single letters for each ounce, and in that proportion for any greater weight.	

There have been frequent successive reductions of rates and extensions of distances, until at this date an ordinary letter can be sent across the continent for two cents. As likely to prove interesting I give the revenue of the Charleston Post Office at intervals for eighty years past. It will be noticed that the high rates and the multiples for distances in 1803 brought $13,010.79 for gross revenue, while on the basis of three cents for all distances the figures of 1882 are $76,227.32.

Statement of the Receipts of the Post Office of Charleston, S. C., for the calendar years noted.

Year.	Net Revenue.	Gross Receipts.
1783	Incomplete	.....
1793	.....	.....
1803	$ 9,582.03	$13,010.79
1813	13,845.72	17,252.21
1823	22,305.61	26,829.71
1833	30,250.24	35,390.35
1843	45,395.10	53,393.94
1853	29,712.97	40,261.28
1873	43,157.03	56,083.93
1882	62,449.51	76,227.32

THE HEALTH OF CHARLESTON.

The reports, more or less currently published, indicating the ratio of mortality in Charleston as being extremely high, and such statements being prejudicial to the good name of the city, has induced the preparation of the accompanying table, which covers a period of fifty years, and embraces Northern cities in comparison with our own white population.

COMPARATIVE MORTALITY.

Ratio per 1,000 Whites in the City of Charleston, S. C.

Cities.	1830.	1840.	1850.	1860.	1870.	1880.	Aggregate.	Ratio Six Decades.
Philadelphia	20.90	17.78	19.63	19.18	22.72	20.91	121.12	20.18
Charleston	25.65	18.94	18.68	17.70	23.69	22.01	126.67	21.11
Boston	20.00	22.19	24.59	24 68	24.30	23.53	139.29	23.21
Baltimore	22.82	20.04	24.91	22.91	27.09	27.16	144.94	24.15
New York	25.66	25.16	30.70	28.19	28.84	26.47	165.02	27.50

It is a source of great regret that since 1865 the colored race in the South has shown so high a rate of mortality in Southern cities. Prior to that date they were carefully reared and were the recipients during life of watchful medical attention; and, furthermore, had wholsome food and

comfortable homes. Under these conditions the ratio among the colored people was in 1830, 24.85, in 1840, 27.60, in 1850, 20.98, or an average of about 24.47. In 1870 it had risen to 41.01, and in 1880 to 41.08. Comparing Charleston's mortuary statistics of colored population with other Southern cities we have this exhibit for 1880:

Nashville, Tennessee	35.23
Norfolk, Virginia	37.06
Charleston, South Carolina	41.08
New Orleans, Louisiana	44.49
Savannah, Georgia	45.47

In this connection it is proper to mention that Charleston has ever since 1865 maintained an extensive hospital and dispensary service for the sick poor. The extent of this service is best understood by this statement, that in the period of 1871–80, covering ten years, there were 114,592 cases of disease treated at the public expense in hospitals and by the dispensary physicians. Of this large aggregate, averaging 11,459 cases per annum, the proportions are, whites 27,826, or 2,782 per annum; colored 86,766, or 8,676 per annum. With a view of reaching more effectively the sick poor a larger outlay of money has been made in this department for 1883, than in previous years, including a larger distribution of medicines. The public attention is directed to this important matter, and whatever can be done will be done in the future, as in the past, to mitigate the condition shown by the above statistics. The great difficulty, however, in the case is the carelessness and improvidence of living, among many of the colored people. Under the new dispensary system organized in January last, which went into operation February 1st, the statistics of the Registrar's office show that for four months 5,659 patients were treated, of which 864 were white and 4,795 colored, and 18,961 visits attended to. Upon this ratio for the balance of the year the aggregate of medical attention to the sick poor will be very much larger than ever before, pointing to more activity in the Health Depart-

ment, and we shall hope therefore for a lower mortuary rate per 1,000 as the result of these labors among this class of population.

FEDERAL OFFICIALS IN CHARLESTON.

Interwoven with the commerce of this port are the several departments of the Federal government. It is under the authority of the Union that Charleston is a port, and that it has authorized relations with the commerce of the world. The Federal Courts, Custom House, Post Office and Treasury are necessary to the city's life, and so, it must be interesting to know who has represented the Federal government in these various positions during the past hundred years. I have, therefore, taken some pains to secure a correct roll of Judges, Attorneys, Collectors of the Port, Postmasters and Treasurers, by whom appointed, and the dates of their public service, which is presented herewith:

Judges of the United States District Court for the District of South Carolina.

1789—26th September.....	Thomas Pinckney.....	President Washington.
1789—18th November.....	William Drayton.....	President Washington.
1790—14th June.....	Thomas Bee.....	President Washington.
1801—3d March.....	Jacob Read.....	President Adams.
1812—17th March..... ...	Thomas Parker.....	President Madison.
1812—7th May.....	John Drayton.....	President Madison.
1823—17th February.....	Thomas Lee.....	President Monroe.
1839—30th October.....	R. B. Gilchrist...	President Van Buren.
1856—12th May.....	A. Gordon Magrath.....	President Pierce.
1866—12th March.....	George S. Bryan.....	President Johnson.

Attorneys of the United States for the District of South Carolina.

1789—26th September.....	John J. Pringle.....	President Washington.
1792—21st November.....	Thomas Parker.....	President Washington.
1821—7th February.....	John Gadsden...	President Monroe.

1825—10th January.... ....John Gadsden.....President Monroe.
1829—2d March..... ....John Gadsden. .....President J. Q. Adams.
1831—28th February.....Edward Frost.....President Jackson.
1831—25th July.....Robert B. Gilchrist.....President Jackson.
1835—28th December.....Robert B. Gilchrist.....President Jackson.
1839—6th November.....Edward McCrady..... President Van Buren.
1844—7th May..... Edward McCrady.....President Tyler.
1848—16th May.....Edward McCrady .....President Polk.
1850—26th October.... ...William Whaley.....President Filmore.
1850—13th November.....J. L. Petigru..... ... ...President Filmore.
1853—17th March.....Thomas Evans.....President Pierce.
1857—21st April.....James Conner.....President Buchanan.
1866—23d May..... John Phillips..... President Johnson.
1867—28th March.....D. T. Corbin.....President Johnson.
1871—24th March..... D. T. Corbin.....President Grant.
1875—25th March.....D. T. Corbin.....President Grant.
1877—26th September..... Lucius C. Northrop.....President Hayes.
1881—10th May.....Samuel W. Melton.....President Garfield.

Collectors of Customs for the District of Charleston, S. C.

1791—21st March.....George Abbott Hall... ...President Washington.
1791—7th November.....Isaac Holmes .....President Washington.
1797—4th July.....James Simons.....President Adams.
1806—21st January.....Simeon Theus.....President Jefferson.
1819—22d February .....William Johnson.....President Monroe.
1819—23d August..... ...James R. Pringle..... ...President Monroe.
1840—21st July .....Henry L. Pinckney.....President Van Buren.
1841—9th August.....William J. Grayson.....President Tyler.
1853—19th March.....William F. Colcock... ...President Pierce.
1865—2d June..... ...Albert G. Mackey.....President Johnson.
1869—26th June..... ....George W. Clark.....President Grant.
1873—30th June.....Henry G. Worthington ...President Grant.
1877—15th December.....Cyrus H. Baldwin .....President Hayes.
1882—15th February... .. Thomas B. Johnston.....President Arthur.

Postmasters appointed at Charleston, S. C., since 1783.

1783——— ———.....Thomas Hall*.....President ———.
1794—1st January.....Thomas W. Bacot. .....President Washington.
1834—19th December.....Alfred Huger.....President Jackson.
1867—5th April.....Stanley G. Trott.....President Johnson.
1873—18th March.....Benjamin A. Boseman.....President Grant.
1881—6th May..... ...William N. Taft.....President Garfield.

* The records of the department show that Thomas Hall was in possession of the office as Postmaster July 1st, 1783, but do not give the date of his appointment. It is also shown that he was reappointed February 16th, 1790. Prior to the year 1836, *all* Postmasters were appointed by the Postmaster-General.

Assistant Treasurers at Charleston, S. C.

The office of Assistant Treasurer of the United States at Charleston, S. C., was created by the Act of Congress, approved August 6th, 1846: *

1846—28th August	William Laval	President Polk.
1849—21st June	William M. Martin	President Taylor.
1853—18th April	Benjamin C. Pressley	President Pierce.
1866—25th July	Alexander McDowell	President Johnson.
1866—20th October	Joshua D. Giddings	President Johnson.
1874—13th April	Cyrus H. Baldwin	President Grant.

Mr. Baldwin was the incumbent up to the time when the office was abolished by the Act of Congress, approved August 15th, 1876.

TOPOGRAPHY OF CHARLES TOWN.

With the transcripts of the Shaftesbury papers, are several plats giving authentic information of localities at and near "Old Town" and "New Town"; this has been carefully transfered to the new map of the city published herewith, and the reader will find much interesting information, not before accessible to the general public. With this map to refer to, it is easy to follow the narrative, and that which will first attract attention is the description sent by "the Council to the Lords Proprietors under date of 22 March, $167\frac{0}{1}$," about eleven months after the arrival of the Colony:

"We have with much adoe, our people being weake by reason of scarcety of provisions, pallasadoed about 9 acres of land, being a point, whereon we first set downe for our better security and mounted seaven great Gunns, all the other carriages having been lost with the ship *Port Royall*, and when the people have done planting shall proceed to finish all, being very forward in our pr'paration * * * * for the land being interwoven with great Creekes and

*The United States Treasury Department has no record of the officers of the United States Bank at Charleston, S. C.

Marshes and sometimes a neck of land running between two Rivers, &c. When we arrived here we thought it most conducing to our safety to build a town, where we are now settled, it being a point with a very convenient landing, and safely fortified, being almost surrounded with a large marsh and Creek, and after the first joint planting, upon our arrival, w'ch necessity had soe put upon us; That the people might have sufficient land to plant, and keepe a small stock, and that we might keepe as neare together as we could for the better security of this place, we were forced to grant them towne lotts containing eleaven poles or thereabouts p'r head and Tenn acres p'r head to plant as aforesaid; which tenn acre lotts were and are laid out to them and about the Towne from the South, Westwards to ye North, by w'ch we humbly conceive we shall pr'vent any sudden surpriz, all this we were forced to exercise at first for our better defence and speedy concourse to the Towne, not knowing what use we might make thereof before our people did arrive. And now more people are come we find that if they be not suffered to choose their own conveniencys, it may prove a great retarding of a speedy peopling of this country; for *non omnibus arbusta juvant;* some delighting to be near the sea and others from it."

A visitor to-day might find "Old Town" by this description; it was a very small area, where the dwelling houses were located, and selected for security by the natural advantages, and from this protected locality they went forth to their planting lands adjacent. The oldest list, embracing sixty-two lots and owners, I hereto append, but presume, from some of the names, that the record was of a little later period than the first Colony:

Lot 1 to Edward Mathewes.
Lot 2 to Ensign John Boone.
Lot 3 to Lieut. Henry Hughes.
Lot 4 to Christopher Portman.
Lots 5 and 6 to Capt. Florence O'Sullivan.
Lot 7 to John Williamson.
Lot 8 to Ralph Marshall.
Lot 9 to Capt. Joseph Bayley.
Lot 10 to Maj. Thomas Gray.
Lot 11 to John Foster.
Lot 12 to Capt. Gyles Hall.
Lot 13 to Richard Batin.
Lot 14 to James Jours.

Lot 15 to Henry Wood.
Lots 16 and 17 to Wm. Kemis. (Sold to Capt. Geo. Thompson.)
Lot 18 to Ensign Hugh Carteret.
Lot 19 to Richard Deyas.
Lots 20 and 40 to George Beadon.
Lot 21 to Philip Comerton.
Lot 22 to Sir John Yeamans.
Lots 23 and 32 to William Owen.
Lots 24 and 25 to Capt. Stephen Bull.
Lots 26 and 27 to Capt. Florence O'Sullivan.
Lot 28 to Priscilla Burke.
Lot 29 to John Coming.
Lot 30 to Capt. Henry Braine.
Lot 31 to Samuel West.
Lot 33 to Thomas Turpin.
Lot 34 to Timothy Briggs.
Lot 35 to John Culpepper.
Lot 36 to John Pinkard.
Lots 37 and 54 to Maurice Mathewes.
Lot 38 to Michael Smith.
Lot 39 (not delivered).
Lot 41 to Thomas Smith.
Lot 42 to Richard Cole.
Lot 43 to John Marewik.
Lot 44 to Joseph Dalton.
Lot 45 to Joseph Pendarvis.
Lot 46 to Charles Miller.
Lot 47 to Capt. John Robinson.
Lot 48 (not delivered).
Lot 49 (not delivered).
Lots 50, 51, 52 and 53 to Lords Proprietors.
Lot 55 to Thomas Thompson.
Lot 56 to Ensign Henry Prettye.
Lot 57 to James Smith.
Lot 58 to Thomas Ingram.
Lots 59 and 60 to Capt. Nathaniel Sayle.
Lot 61 to Thomas Hurt, for his wife.
Lot 62 to The Lords Proprietors.

The planting lands were South, West and North of "Old Town," occupying the river from Wappoo to the bend opposite the Atlantic Phosphate Works, and extending Westward some distance; a reference to the map will show how well these several farms were located, and the first thought was evidently to occupy this section of the river front, which would leave only the West side to be defended. On the map will be found the owners names, the amount of land in each farm, and the several locations, all correctly transferred from the original plats, received last year from the London Record Office. It will be noticed how few names have survived the two centuries of time.

The views of the Proprietors as to the social and industrial state of the Colony are shown in the instructions issued to Governor Sayle and his associates; the arrangements for lands were as follows: "A hundred and fifty (150) acres of land were to be granted to every freeman who went out at his own cost, with an addition of one hundred and fifty for every man servant and one hundred for every woman servant whom he might transport. A hundred acres

were to be granted to all servants at the expiration of their term of service. These quantities were to be diminished in the next year to one hundred acres and seventy acres respectively, and after that date to seventy and sixty.

"The poorer class of settlers were to be supplied with food, clothes and tools as a loan out of the common store. Every freeholder was to have, in addition to his country estate, a town lot of one-twentieth the extent of his whole domain."

The natural advantages of Oyster Point had not escaped even the first Governor, for Secretary Dalton tells us, that "there is a place between Ashley River and Wando River, about 600 acres, left vacant for a town and fort, by the direction of the old Governor Coll. Sayle, for that it commands both the rivers; it is, as it were, a key to open and shut this settlement into safety or danger."

It is very apparent that there was an early intention to change the location of Charles Town from the West bank of the Ashley to the present site of this city, and there is a reasonable inference, from the perusal of the early records, that there were land owners and houses at Oyster Point soon after the landing at Albemarle Point, and before the new town was ordered surveyed and laid out officially.

In the Council journal of date 21st February, 167½, ten months after the first landing, this entry is found:

"Mr. Henry Hughes came this day before the Grand Councill and voluntarily surrendered up the one halfe of his land nere a place upon the Ashley River knowne by the name of the Oyster Poynt, to be employed in and towards enlarging of a Towne and common of pasture there intended to be erected.

"Mr. John Coming, and Affera his wife, came likewise before the Grand Councill and freely gave up one halfe of their land nere the said place for the use aforesaid."

There was by this, a clear ownership of land on this side of the river, a few months after the Sayle Colony landed, and its acceptance by the Council from the owners for the laying out of a town, is a matter of public record.

On the 23d April, 167½, is this entry, which is very interesting:

"Upon the consideration this day had of the better settling of this Province according to the Lords Proprietors' directions, it is advised and resolved by the Grand Councill that warrants be forthwith issued out to the Surveyor Generall for the laying out of three colonies or squares of twelve thousand acres (that is to say), one collony or square of twelve thousand acres about Charles Towne, another about James Towne, and a third upon a place knowne at present by the name of the Oyster Poynt."

It is known that the James Town settlers early abandoned their location and joined the other settlers, and it is possible this may account for the growth of "Oyster Poynt," for in the Council journal of date 18th June, 1672, I find the following order, which presupposes some numbers in the then resident population on this side of the river.

"That all the inhabitants on the other part of the river called the Oyster Poynt doe repaire to the plantation there, now in the possession of Carterett Cooper, and being soe embodyed doe march forward to the plantation now in the possession of Mr. Thomas Norris or Mr. William Morrill which may be thought most safe and usefull for that designe under the command of Mr. Robert Downe, there to remaine and exercise such orders and rules as the Grand Councill shall thinke fitt to be prosecuted for the better safety of that part of this settlement.

"And that all the inhabitants in and about New Towne doe repaire to New Towne aforesaid and there remaine under the command of Mr. Richard Conant, according to such rules and instructions as the said Richard Conant allready hath and from time to time shall receive from the Grand Councill for the better preservation of the safety of the said Towne."

The original boundaries of "New Towne" were from Oyster Point on the South up to a line now represented by Hasell and Beaufain Streets on the North, and between Ashley and Cooper Rivers; as first laid out there was a

fortified section, bounded by what is now Meeting Street on the West ; a line from East Bay Street, a little North of the present St. Philip's Church, formed its Northern boundary, and Water Street was its Southern extremity. The plan of this town was known as the "Grand Model."

At this distance of time, it is curious to read Dr. Ramsay's description of the topography of the present city a century ago, South of the line of what is now Hasell and Beaufain Streets. If any one is curions as to the disposition of the ballast from arriving ships the past two centuries, he can possibly have it all accounted for after examining the new map, reading the accompanying narrative of Dr. Ramsay, and finding that the bold creeks and borders of marsh, the ponds and mud-flats of that period are almost entirely obliterated, and are now occupied by some of the most attractive residences and places of business in our city. A plan of Charles Town from a survey of Edward Crisp, Esq., in 1704, published at page 242, City Year Book, 1880, may further assist the reader in determining localities.

"The site of Charles Town in its natural state, was a slip of land stretching Southeastwardly between two rivers, and projecting into the harbor formed by their junction, and divided into a number of peninsulas by creeks and marshes indenting it on three sides, so as to leave but little unbroken highland in the middle.

The first buildings extended along East Bay Street, and had a marsh on their whole front. A considerable creek, named Vanderhorst Creek, occupied the foundation of Water Street, and passing beyond Meeting Street, sent out a branch Northward nearly to the Presbyterian Church. Another creek stretched Northwestwardly nearly parallel to East Bay Street, from the neighborhood of MacLeod's lots, through Longitude Lane and to the North of it.

The same kind of low ground ran up Queen Street, then called Dock Street, beyond the French Church, and through Beresford Alley, (Chalmers Street,) till it approached Meeting Street. The North end of Union Street (State Street) was planted with rice about the middle of the eighteenth

century. Another very large creek occupied the site of the present Central Market and extended Westwardly beyond Meeting Street, which diverged Southwardly almost to the Independent Church, and Northwardly spreading extensively and then dividing into two branches running to the Northwest and to the Northeast, so as to cover a large portion of ground. Besides the marsh and these creeks which nearly environed three sides of the improved part of Charlestown, there was another creek a little to the Southward of what is now Water Street, which stretched Westwardly over to Church Street, and another which ran Northwardly up Meeting Street, and then extended across Westwardly nearly to King Street. A creek ran from the West near where Peter Smith's house now stands, and nearly parallel to South Bay, till it approached the last mentioned creek, and was divided from it by King Street and a slip of land on each side; six other creeks ran Eastwardly from Ashley River, three of which stretched across the peninsula so as to approximate to King Street. There were also ponds and low grounds in different parts of the town. One of these extended on the East side of King Street, almost the whole distance between Broad and Tradd Streets. This was granted to the French Church in 1701, but being useless in its then state was leased out by them for fifty years. In the course of the period the tenants improved and built upon it. There was also a large body of low ground at the intersection of Hasell and Meeting Streets. The elder inhabitants often mention a large pond where the Court House now stands. It is believed that this was artificial. It is probable that the intrenchments attached to the Western fortifications of Charles Town, which extended up and down Meeting Street from the vicinity of the Independent Church to the vicinity of the Presbyterian Church, were dug so deep as to cause a constant large collection of water at that middle part of the lines. It was the site of Johnson's covered half-moon, and of a drawbridge, over which was the chief communication between the town and the country. No prudent engineer would

erect such works as these in a pond, though when they were erected in the moist soil of Charles Town they would be very likely to produce one. Such, with some small alterations, was the situation of Charles Town for the first seventy years after its settlement."

Along the Eastern line of the marsh referred to as in front of East Bay Street in the early years, there had been built in 1762 a sort of sea wall, as shown in the view of the city published in the Year Book 1882, at page 341. This extended from about Market Street to Water Street, and had projecting angles for mounting guns for defence; from this base the present docks and piers have been projected, previous to which vessels anchored in the harbor and discharged and loaded in lighters.

In 1696–7, what is now Queen Street is described as "a little street that leads from Cooper to Ashley River," and East Bay as "a street running parallel with Cooper River from Ashley River to the French Church." The early town was not wanting in coast defences. Towards Cooper River were Blake's bastion, Granville bastion, a half-moon, and Craven bastion; on the South Creek (about Water Street) were the Palisades and Ashley bastion; on the North a line, and facing Ashley River were Colleton bastion, Johnson's covered half-moon with a draw-bridge in the line, and another to the half-moon, with Carterett bastion next to it.

In 1769 Boundary Street was laid out from Anson to King Street, and in 1770 as far West as the open pond at Smith Street. Upon the lands now known as Marion Square, the town-gate of the Revolutionary war was erected, covered by a tabby or shell-horn work, a remnant of which is still standing, and has been recently surrounded with an iron railing. As late as 1792 the remains of the military works erected during the Revolutionary war were visible around the circuit of the city. Boundary, now Calhoun Street, was nominally the Northern limit of the city, but the habitable portion fell short of it. Old records mention the existence at that date of clay houses on Boundary Street, which had the merit of cheapness, but the "specifications"

for such constructions have not been preserved. There was no further change in boundaries until the annexation of the territory North of Calhoun Street in 1849, which embraces the present city limits.

WARDS OF THE CITY—1783-1883.

The Act of incorporation divided the then city South of what is now Calhoun Street into thirteen Wards, each of which was represented by a Warden, and from among the thirteen so elected the Intendant was chosen to serve the term of one year.

Starting from Wilkins' Fort, at the South end of Church Street, a point about West of the Holmes' house on East Battery, Wards 1, 2, 3 and 4 composed that section of the city lying to the East of the present Church and Anson Streets; Wards 5, 6, 7, 8 and 9 lay between Church and Anson Street on the East and King Street on the West; Wards 10, 11, 12 and 13 composed all that then was of the city lying West of King Street.

The following are the particular boundaries, as described in the Act of incorporation:

Ward 1—From Wilkins' Fort, East side of Church Street to the South side of Tradd Street, Easterly to the Bay.

Ward 2—North side of Tradd Street, to the South side of Queen Street Easterly.

Ward 3—From the North side of Queen Street to the South of Ellery Street Easterly (about Hayne Street).

Ward 4—North side of Ellery Street up to Meeting Street, and along the same to the West end of Quince Street, and along Quince Street through Anson Street to Boundary Street Easterly.

Ward 5—South end of King Street to the South side of Tradd Street Easterly to Church Street.

Ward 6—From the North side of Tradd Street along King Street, to the South side of Broad to Church Street Easterly.

Ward 7—North side of Broad Street along King Street, to the South side of Queen Street, Easterly to Church Street.

Ward 8—North side of Queen Street along King Street, South of Hasell Street, Easterly to join the Ward No. 3.

Ward 9—From Hasell Street along King Street to Boundary Street, and to join Ward No. 4 Easterly.

Ward 10—South end of Legare Street, including the West end of Tradd Street, Easterly to King Street.

Ward 11—North side of Tradd Street to the West end of Broad, Easterly to King Street.

Ward 12—North side of Broad Street to the West end of Ellery Street, Easterly to King Street.

Ward 13—North side of Ellery Street, West to Boundary, Easterly to King Street.

At the first election the following citizens were chosen Wardens: Ward 1, James Nelson; Ward 2, Thomas Bee; Ward 3, A. Alexander; Ward 4, B. Beckman; Ward 5, Joshua Ward; Ward 6, Thos. Heyward; Ward 7, John Matthews; Ward 8, George Flagg; Ward 9, Thomas Radcliffe, Jr.; Ward 10, ————; Ward 11, Richard Hutson; Ward 12, J. L. Gervais; Ward 13, ————. Hon. Richard Hutson was selected as the first Intendant.

This division seems to have remained unchanged until, under an Act of the Legislature passed December 19th, 1809, requiring the Intendant and Wardens of Charleston on or before the first day of August, once in every seven years, to divide the city into four Wards, an Ordinance was ratified July 23d, 1810, defining the following Wards:

Ward 1—Bounded by Cooper River, South Bay and Ashley River, West by the centre of Meeting Street, North by the centre of Queen Street.

Ward 2—Bounded East by the centre of Meeting Street, South and West by Ashley River, North by the centre of Queen Street.

Ward 3—Bounded East by Cooper River, South by the centre of Queen Street, West by the centre of Meeting Street, North by Boundary Street.

Ward 4—Bounded East by the centre of Meeting Street, South by the centre of Queen Street, West by Ashley River, North by Cumming's Creek, Boundary, Vanderhorst and Hudson Streets.

In this division of the city each Ward had representation in the City Council on the basis of its population, and the Intendant was elected as such by ballot with the Wardens.

At the first election in 1810 the following ticket was chosen: Intendant, Dr. Thomas McCalla. Wardens: Ward 1, George Gibbes, John Dupont, William Wightman; Ward 2, Peter Smith, Dr. P. Moser; Ward 3, Lewis Roux, William Hall, John Strohecker; Ward 4, Thomas Bennett, Stephen Thomas, Peter Freneau, Stephen Bulkley.

There had been no change in Ward representation up to 1836, when the title of Intendant was changed to Mayor, and that of Warden to Alderman, and the following ticket elected:

Mayor, Robert Y. Hayne. Aldermen: Ward 1, Dr. T. Y. Simons, James Hamilton, John S. Cogdell; Ward 2, M. C. Mordecai, H. W. Peronneau; Ward 3, George Henry, B. J. Howland, G. H. Ingraham; Ward 4, H. W. Conner, S. P. Ripley, Jno. C. Kerr, R. W. Seymour.

By an Act of the Legislature, ratified December 19th, 1849, "to extend the limits of the City of Charleston," it became the duty of the Commissioners of Cross Roads to divide into four Wards, as they might deem most advisable, all that part of St. Philip's Parish lying between the present limits of the city (then Calhoun or Boundary Street), and a line to be drawn due West from Cooper River to Ashley River by the junction of Meeting and King Streets. Under this Act the following four Wards were added to the four last given, making in all eight Wards:

Ward 5—Bounded East by Cooper River, South by the centre of Calhoun Street, West by the centre of King Street, North by the centre of Wolfe and Amherst Streets.

Ward 6—Bounded East by the centre of King Street, South by the centre of Calhoun Street, West by Ashley River, North by the centre of Cannon Street.

Ward 7—Bounded East by Cooper River, South by the centre of Wolfe and Amherst Streets, West by the centre of King Street, North by the Northern boundary of the City of Charleston.

Ward 8—Bounded East by the centre of King Street, South by the centre of Cannon Street, West by Ashley River, North by the Northern boundary of the City of Charleston.

The first election at which the voters of the four new Wards participated was in 1850, when the following citizens were elected on a general ticket:

Mayor—John Schnierle. Aldermen—Ward 1, Jas. Chapman, Alex. Gordon, John Drummond; Ward 2, P. J. Porcher, W. A. Hayne; Ward 3, W. H. Gilliland, W. M. Martin, Wm. Kirkwood; Ward 4, Dr. John Bellinger, B. F. Scott, Henry Cobia, T. G. Simons, Jr.; Ward 5, John H. Honour; Ward 6, F. C. Blum; Ward 7, J. M. Eason; Ward 8, O. Reeder.

It is curious to notice, that there were thirteen Wards a hundred years ago, and one Warden elected from each Ward, and at the coming election in December the division of the city is into twelve Wards, each electing one Alderman, and a second elected on a general ticket by the vote of the whole city, making the number in the City Council twenty-four, and the Mayor.

By the Act of 21st December, 1882, the boundaries of the twelve Wards were fixed as follows:

Ward 1—All that portion of said city lying South of Broad Street and East of King Street.

Ward 2—All that portion lying South of Broad Street and West of King Street.

Ward 3—All that portion lying North of Broad Street, South of Hasell Street and West of King Street.

Ward 4—All that portion lying North of Broad Street, South of Wentworth Street and West of King Street.

Ward 5—All that portion lying North of Hasell Street, South of Calhoun Street and East of King Street.

Ward 6—All that portion lying North of Wentworth Street, South of Calhoun Street and West of King Street.

Ward 7—All that portion lying North of Calhoun Street, South of Mary Street and East of King Street.

Ward 8—All that portion lying North of Calhoun Street, South of Radcliffe and Bee Streets and West of King Street.

Ward 9—All that portion lying North of Mary Street to the city boundary, East of Nassau Street up to its intersection with Amherst Street, East of Hanover Street.

Ward 10—All that portion lying North of Mary Street, West of Nassau Street up to its intersection with Amherst Street, and from Amherst Street West of Hanover Street to the city boundary, and East of King Street.

Ward 11—All that portion lying West of King Street, East of Rutledge Avenue and North of Radcliffe Street to the city boundary.

Ward 12—All that portion lying North of Bee Street to the city boundary, and West of Rutledge Avenue.

To present the numerous interesting matters properly noticeable in describing the topography of the city is clearly beyond the time and space permitted to me, but the new map accompanying this will be found most interesting. It is a pleasure to mention that our laborious townsman, General DeSaussure, has collected a considerable amount of information on this subject, and I trust it will be printed in a permanent record at no distant day.

A

PLAN

of an enclosed Battery for Eight Guns, proposed to be build on the Public Lands on James Island, near the Place of the Old Fort Johnston — 1787 — Ch. Sentf Chief Engineer —

Presented by Mr Wiles Architect of the Public Buildings January 30 1840

Ashly – River

North

Sand Bank

New Wharf

Battery

Barracks

Low Water

Highest Water

Low Water

Bank of Shells

Marsh

Land belonging to the Heirs of Thomas Lambol Esqr

Commanders House

Engineers House

Old Fort

Marsh

The Land belonging to Fort Johnson is accounted 89½ Acres high Land exclusive of the Fort agreable to a Survey of the 29th of June 1775 by Benj Lord & Shurt at the Request of the Commissioners of Fortifications. The Division Lines between said Land and that belonging to the Heirs of Thos Lambol Esqr were run as agreed upon by Colonel Robert Howarth Commander of Fort Johnson and Stephen Price Esqr two of said Commissioners on the one Part, and the Executors of Thos Lambol Esqr on the other Part, both Parties being present —

Scale of 900 Feet —

900 Feet

Profile of the Battery and Barracks –

View of the Battery and Barracks at the Gate.

Scale of 100 Feet.

100 Feet.

References.

A. The Gate
B. Barracks
C. Stairs
D. Platform
E. Revetment
F. Contreforts
G. The Ditch
H. A smaller Ditch
I. The Glacis
L. Powder Magazen and Store Rooms

Furnished by the War Department to the City Council of Charleston S.C.

AM PHOTO-LITHO CO N Y

THE HARBOR—ITS FORTS, LIGHTS AND JETTIES.

Few cities have a more safe or spacious harbor than Charleston; the area of the tidal basin, as computed from the Coast Survey Chart and Mills' Atlas of South Carolina, is about fifteen square miles; only a few miles Eastwardly from the city, the ocean is in full view, and vessels have been known to sail into the inner harbor and anchor opposite their piers without other assistance than their own sails. So far as anchorage capacity is concerned a thousand sail could be accommodated. The shore line on either side as you enter, attracts attention on account of the historic events which have occurred at different points, and a brief reference to the forts properly belongs to this occasion, and while it is not possible to go into details, enough can be said to show how valuable and interesting a complete history of each would prove; on the series of plats herewith presented the locations of the original and subsequent forts are shown, which I trust will tend to invite further attention to this subject.

FORT JOHNSON.

1704. The first fortification ever erected for the defence of this harbor was at the Northeast point of James Island, in 1704, to meet the exigency of a threatened invasion by a French fleet under M. DeFebourne, and was named in honor of Sir Nathaniel Johnson, Governor of the Carolinas under the Proprietary government. It was but a small work, and with the ordnance then in use, could not have been a sure defence against vessels intent on entering the harbor, as the distance to be covered by the small cannon of the period was over two miles to the Southwest point of Sullivan's Island; and for the class of vessels then in use, a depth of water was available out of reach of such guns.

1759. A second fort, built of *tapia*, was probably an enlarged and improved permanent work, on the site of the first; this was the fort of the Revolutionary period; it was

close in advance of and to the Northeast of the Post Revolutionary work: in plan triangular, with salients bastioned and priest-capped, the gorge closed, the gate protected by an earth-work, a defensible sea wall of tapia extended the fortification to the West and Southwest.

1765. In this year a noted event occurred here which has passed into history, and has made Fort Johnson a favored locality. A sloop-of-war had arrived in Charles Town harbor with a supply of stamped paper; casting anchor under cover of this British military post the stamped paper was landed and stored here; there was great excitement in Charles Town, which resulted in a public meeting of the citizens, at which a committee, consisting of Daniel Cannon, Wm. Williamston, Ed. Weyman and others, were appointed to devise means to defeat the use of stamped paper in this Colony. Three companies of volunteers were organized of about fifty men each, under Captains Marion, Pinckney and Elliott, fully armed, and on the night of the second day after the meeting they embarked in boats at Lamboll's bridge, at the West end of South Bay Street, effecting a landing on James Island, after midnight, between Styles' plantation and the fort; the battalion marched promptly, crossed the bridge leading to the fort without opposition, and took possession of it—the garrison was placed under guard, and the stamped paper was secured. Preparations were then made to defend the fort against any attack which might be made upon it by the sloop-of-war, when the commanding officer at day-break should find out what had taken place. Every cannon was loaded and manned, and a flag displayed showing a blue field and three white crescents—this was the first form of the present State flag. At day-light a boat was sent from the sloop-of-war to ascertain the meaning of so unusual a display. The naval officer was taken into the fort and shown the complete and sufficient preparations made to defend it, and was told that it was the fixed determination of the volunteers to burn the stamped paper, unless the officer in command would pledge his honor to receive it on board and forthwith depart from the harbor; notice was

B

REMARKS

746 yards from the Fort S 32° W. is a Knoll called Bunkers Hill on which a work was erected in the Revolution

540 yards S.57° W. is a Knoll on which is a house occupied by Captain Kalteisen.

380 yards S.30° W. is another knoll, on which is a house that was some time past occupied by Col. Senf, the Engineer of the State. Both these houses belong to the State

348 yards S.71 W. stood the West battery, erected in the Revolution, now intirely ruined.

4312 yards N. 74° E. to Fort Moultrie, on Sullivan's Island

2838 yards N. 30° W. to Fort Pinckney, on Shute's Folly

3764 yards N 61° W. to Fort Mechanic in Charleston.

A. The first battle by Sir Peter Parker of the R.N. in 1776 and repulsed at the approach of the Troops under Sir Henry Clinton

B. A battery built in 1794 by the King's troops which could not be opened on the 28th June 1796 on account of the Sand

C. The Barracks which were built in 1793

D. The Guard House built in 1790

E. The Boat House built in 1790

F. The Wharf

G. The Ruins of ditto

H. The work erected by Gen.l Moultrie

I. The Bake house

K. The Wells

L. A Well, now filled up

M. The Surgeons shop

N. Small wooden building almost in ruins

O. The Magazine, which will contain about 30 barrels powder

P. The Prison

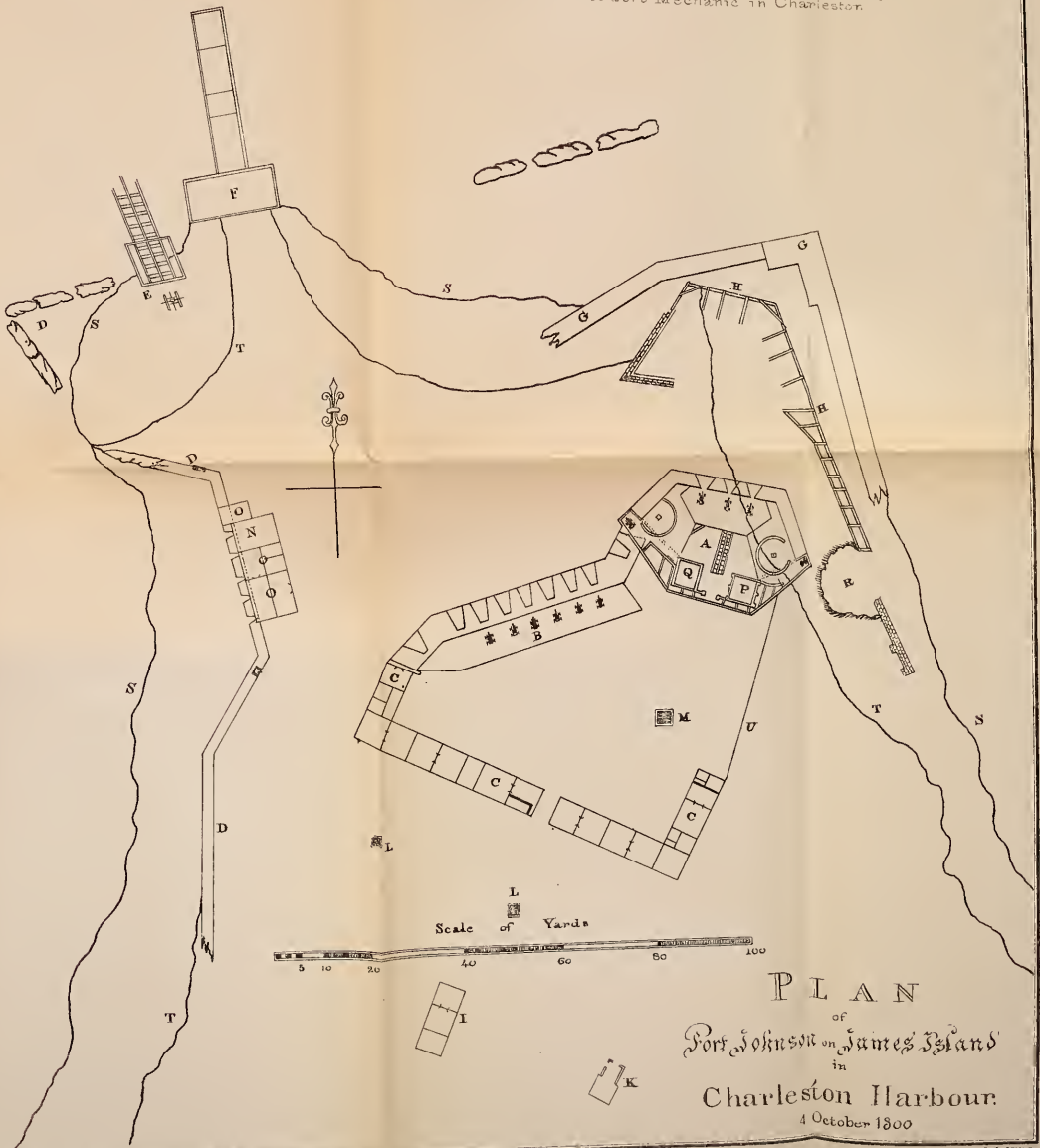
Q. The first breach made by the Fleet on 4th October 1800

R. Ditch and parapet made previous to the 4th October 1800

S. Ditch and parapet made previous to the 4th October 1800

T. Ditch and parapet made after the attack on the 2nd & 3rd October 1800

U. A Bomb proof



PLAN

of

Fort Johnson on James' Island

in

Charleston Harbour

4 October 1800

Am. Photo-Litho Co. N.Y.

Furnished by the War Department to the City Council of Charleston S.C.

also given, that if the sloop fired upon the fort, the garrison would repel force with force. The officer then returned to the sloop-of-war, and two hours after, concluded to receive the stamped paper aboard. After it was all delivered, the sloop weighed anchor and proceeded to sea the same afternoon. It is as well to note, that Charleston paraded armed men by authority of a Town meeting, captured a British fort while under the authority of the crown, and displayed a blue flag with three white crescents, ten years before that occasion in a sister Colony when

> "The embattled farmers stood
> And fired the shot heard round the world."

Concord was fortunate in having a poet—Fort Johnson has ever been wanting in this respect.

1775. The spirit of liberty was now abroad, and of course the Royal Governor, Lord Wm. Campbell, had become quite odious to the people of Charles Town. British troops being expected, Fort Johnson was a second time seized, this time by order of the Council of Safety—who ordered Lieut.-Col. Motte, with three companies of Moultrie's regiment, to occupy it. No resistance was made; the armament consisted of twenty-one guns—26 and 18-pounds; the flag used by this garrison was a blue field with *one* white crescent—this was the second phase of the State's battle-flag. In November of that year, three shots were fired from Fort Johnson at the British sloops *Tamer* and *Cherokee*, then lying at anchor near Sullivan's Island, in response to the heavy firing of those ships on the operations then going forward, of obstructing Hog Island Channel.

1776. On the 28th June Fort Johnson was under the command of Col. Christopher Gadsden, mounting twenty guns 26 and 18-pounds, but did not have the opportunity of engaging the enemy, as the garrison at Fort Sullivan alone, under Col. Wm. Moultrie, met Sir Peter Parker's fleet. At this date there was a supporting battery, mounting twelve heavy guns, five hundred and forty-eight yards West of Fort Johnson.

1780. Sir Henry Clinton's Siege Map of this date desig-

nates Fort Johnson as "destroyed," whether by military order or by storms is not known. According to a survey made in June, 1775, by Benjamin Lord, Deputy Surveyor, at the request of the Commissioners of Fortifications, this military reservation was reported as eighty-nine and a half acres, exclusive of the fort. The entire area, including the fort, battery at the gate, barracks, &c., are accurately shown in the accompanying Plat A. The original plan, judging from the area laid out, evidently had in view an extensive entrenched camp, to be the basis of defence for any land attack on Charleston from the South and West, as well as the control of the harbor.

1787. In this year a plan was submitted by Col. Senf, the Engineer of the State of South Carolina, for an enclosed battery of eight guns, near the location of the old fort, as shown in Plat A.

1793. This the third work was built by Governor Wm. Moultrie of South Carolina, this year, and occupied ground in rear of the works previously in use. In 1794 a battery was built by the United States, West of the main work.

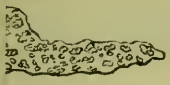
1796. Repairs were found necessary to preserve Fort Johnson, and were made by the United States government this year.

1800. A breach was made in the sea wall, East of the fort, by the violence of the great gale of this year, and so serious was the inroad of the seas as shown in Plat marked B, that the fort was temporarily abandoned.

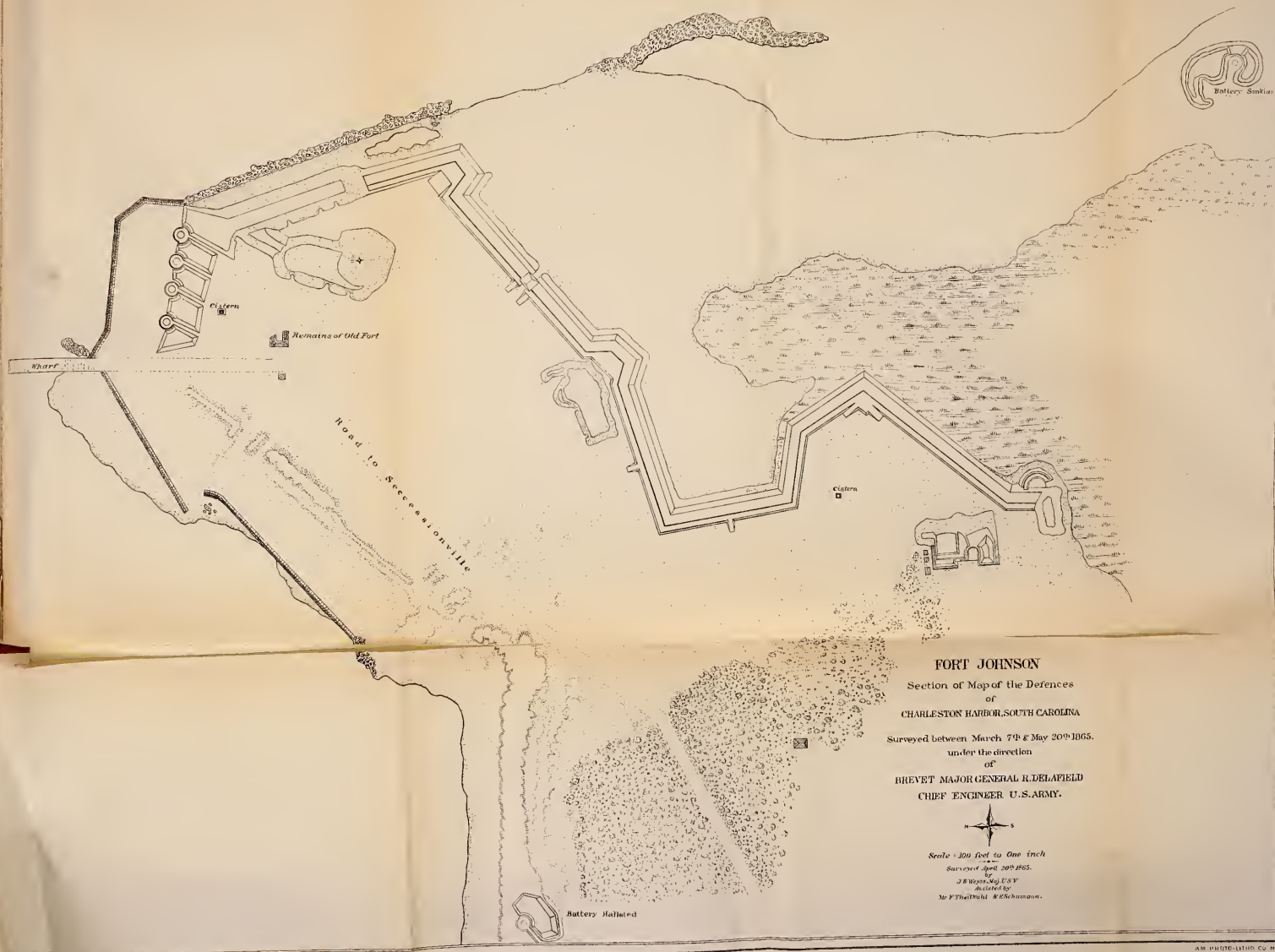
1807. In April of this year Lieut.-Col. John Williams reported as follows: "Nothing has been said as to the present state of Fort Johnson, as the subscriber does not perceive that any part of the ruins can be brought into use, unless it be by forming a mass in front to prevent the further depredations of the sea."

1812. In view of the threatened war with England, Gen. J. G. Swift reported to Gen. Pinckney that the survey of Fort Johnson would be hastened, and that two batteries would be ready for service in a short time.

1815. Lieut. James Gadsden, United States Engineer, in



C



FORT JOHNSON

Section of Map of the Defences
of
CHARLESTON HARBOR, SOUTH CAROLINA

Surveyed between March 7th & May 20th 1865.
under the direction
of
BREVET MAJOR GENERAL R. DELAFIELD
CHIEF ENGINEER U.S. ARMY.

N S

Scale 100 feet to One inch

Surveyed April 20th 1865.
by
J.B. Wells, Maj. U.S.V.
Assisted by
Mr F. Theilkuhl & E. Schumann.

AM PHOTO-LITHO CO N.Y.

Furnished by the War Department
to the City Council of Charleston, S.C.

this year reported to Gen. Swift that "Fort Johnson is little better than a battery in ruins, the gale of 1813 having nearly destroyed it," and he recommended the abandonment of the site and the construction of a new work, to mount twelve guns, a short distance in rear of it.

1821. A survey made this year, with plan of the work by Capt. W. T. Poussin of the Topographical Engineers, showed the work to be in ruins, and in 1821 it is again referred to by the United States Engineers, as follows: "The Northeast point of James Island, projecting into the harbor about midway between Sullivan's Island and the city, is the site of the few remains of old Fort Johnson;" in 1827 scarcely a vestige remained, and subsequently it does not appear in the list of works, which it was deemed advisable to preserve as accessions to the proposed system of defence; but later two permanent buildings for officers and men, and a Martello Tower, to the Southwest, were built, and remained standing until after hostilities began in 1861, in the war between the States.

1861. To aid in the reduction of Fort Sumter, a mortar battery was located at this point, and at four o'clock on the morning of April 12th, 1861, a shell from a mortar was exploded over Fort Sumter, and this was the signal for the bombardment of that post. Capt. James was in command of the mortar battery on that occasion. Subsequent changes, and improvements, of this locality, in the 1861–65 period, made Fort Johnson, with its outposts, Battery Simpkins on the Southeast, Battery Glover on the West, at One Hundred Pines, and Battery Wampler, near the old Martello Tower, an extensive entrenched camp of considerable strength and capacity. The fort proper mounted twenty guns and mortars, of which eight were of the heaviest calibre—eight and ten inch columbiads, and six and seven inch rifles. Battery Simpkins and its adjacent works mounted besides three heavy guns and three mortars. In 1865 the United States government made a survey of this locality, and the map prepared is presented herewith marked C.

1864. On the 3d day of July an attacking force of two

regiments of infantry and sixty artillerists, coming in boats from Morris Island, under the command of Gen. Gurney,* of New York, attempted to land between Battery Simpkins and Fort Johnson, but were quickly repulsed by the Confederate infantry and artillery under command of Lieut.-Col. J. A. Yates, First South Carolina Artillery. Col. Hoyt and one hundred and forty of the command and five barges were captured. On 17th February, 1865, this fort was evacuated, and the works have been allowed to go to decay. It will be interesting to record the number and calibre of the guns in position here, when abandoned, as the records of the United States War Department are incorrectly given. Under date of July 28th, 1883, Col. Yates, who commanded this part of the harbor defences, states: "The list below shows the batteries and guns as we left them; this is accurate, as through the kindness of Dr. Rob't Lebby, Jr., some of the guns lying there have been measured. The heavy works around Fort Johnson were built by myself, with labor loaned by Mr. Geo. A. Trenholm and Mr. Theo. D. Wagner, after the attack of 3d July, at which time there was only a light earth-work.

First. *Battery Glover*, near 'One Hundred Pines,' opposite Charleston. Four 32-pound smooth bore.

Second. *Battery Wampler*, near old Martello Tower. One 7-inch Brooks, banded and rifled gun; one 10-inch smooth bore columbiad.

Fort Johnson. Two 10-inch rifled and banded columbiads; two 10-inch smooth bore.

Battery Simpkins. Four 8-inch columbiads, smooth bore; two 8-inch mortars.

Rifled Battery, on the beach between Battery Simpkins and Fort Johnson. One 6-inch banded Brooks gun (rifled).

Small Battery inside of lines at Fort Johnson. Two 30-pound rifled Parrott guns captured near same (no name); one 42-pound rifled and banded; two 8-inch mortars.

Battery one mile above Fort Johnson (*Cheves*), on East coast of James Island. Four 8-inch columbiads mounted on naval carriages."

*Gen. Wm. Gurney, commanding the forces, failed to land.

Remarks.

— Ditch 8 Feet deep Parapet above the ditch
terior Sight of the Parapet 6 Feet — Rampart above
ns 7 Feet — Interior Sight of the Cazane 13 Feet.
10 Feet.

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with tabby, it would require 15,280 Cubic feet of that
It is 9 Feet deep, and 4 to 6 Feet wide

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the 1st and 2nd October 1863, have destroyed the
g the harbor and ruined the counterscarp. And.
roll of the Magazine.
Fort Johnson on James Island S. 74° W. 4312 Yards

D

PLAN Of Fort Moultrie on Sullivan's Island South Carolina

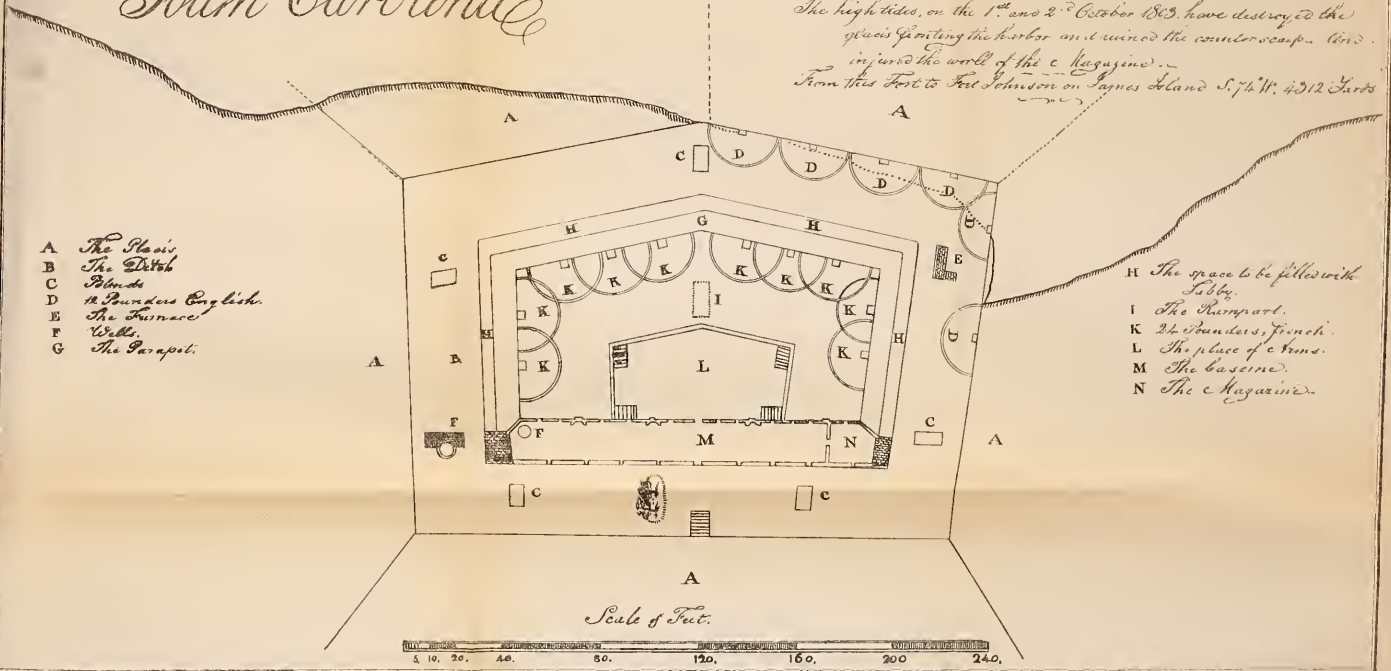
Remarks

The Glacis 30 Feet — Ditch 8 Feet deep Parapet above the ditch 17 Feet. Interior Right of the Parapet 6 Feet — Rampart above the place of c Arms 7 Feet — Interior Right of the Cazune 13 Feet Exterior Right 10 Feet.

To fill the frame with tabby, it would require 15.280 Cube feet of the composition: It is 9 Feet deep, and 4 to 6 Feet wide

The high tides, on the 1st and 2d October 1803. have destroyed the glacis fronting the Harbor and ruined the counter scarp — And injured the work of the c Magazine.

From this Fort to Fort Johnson on Jaynes Island S. 74° W. 4312 Yards



A The Glacis
B The Ditch
C Blinds
D 12 Pounders English.
E The Furnace
F Wells.
G The Parapet.

H The space to be filled with Tabby.
I The Rampart.
K 24 Pounders, French.
L The place of c Arms.
M The basenne.
N The c Magazine.

Furnished by the War Department to the City Council of Charleston, S.C.

FORT MOULTRIE.

1776. There have been three different forts erected on or near the site of the present Fort Moultrie. On January 10th, 1776, a facine battery was ordered to be constructed, and soon after "Fort Sullivan" was built of palmetto logs, by Col. Wm. Moultrie. The plan of this fort was square, with bastions at the salients, constructed of a crib-work of palmetto logs sixteen feet thick, filled in with sand; merlons of palmetto logs, filled in with sand to the same thickness, and ten feet above platform. On the 28th June the work was only finished on the front, the Northern half was then raised to a height of only seven feet, when Sir Peter Parker made his attack; the flag used was a blue field, with *one* crescent and bearing the word LIBERTY. The armament consisted of thirty-one guns, chiefly 26° and 18°. Since this victory of 28th June the fort has borne the name of its heroic commander.

1780. On the 9th April of this year, Admiral Arbuthnot, co-operating with Sir Henry Clinton in the siege of Charleston, took advantage of wind and tide, and passed Fort Moultrie, Col. C. C. Pinckney, commanding, without stopping to engage it. The fleet suffered in casualties and injuries to hull and rigging; one ship getting aground was fired on from Haddrell's Point and abandoned. On Sir Henry Clinton's Map of the Siege of Charleston, Year Book 1882, page 360, it is noted that this fort, with the half-moon battery for eighteen guns on the West of it, surrendered on terms, the 4th May, to the seamen and marines of the fleet. This was eight days before the surrender of the city.

1796. It is believed that the temporary character of the early structure, and the action of the tides, soon destroyed the first palmetto log fort; in this year, the government secured from the State a reservation of about four acres, and laid the foundation of the second fort. The tracing marked D, herewith, shows the plan, which was pentagonal, with obverse salients to the channel—the armament consisted of ten 24° and six 12°. In a storm of some severity and high

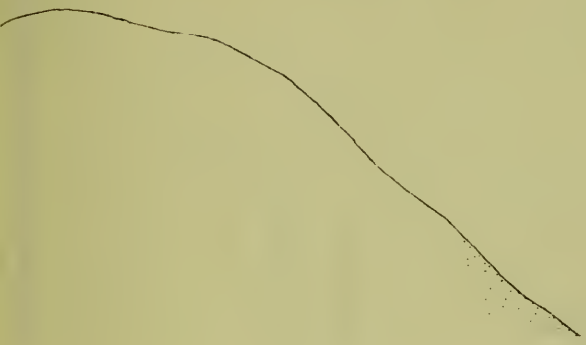
tides of October 1st and 2d, 1803, the glacis fronting the harbor was destroyed, and the counter scarf ruined.

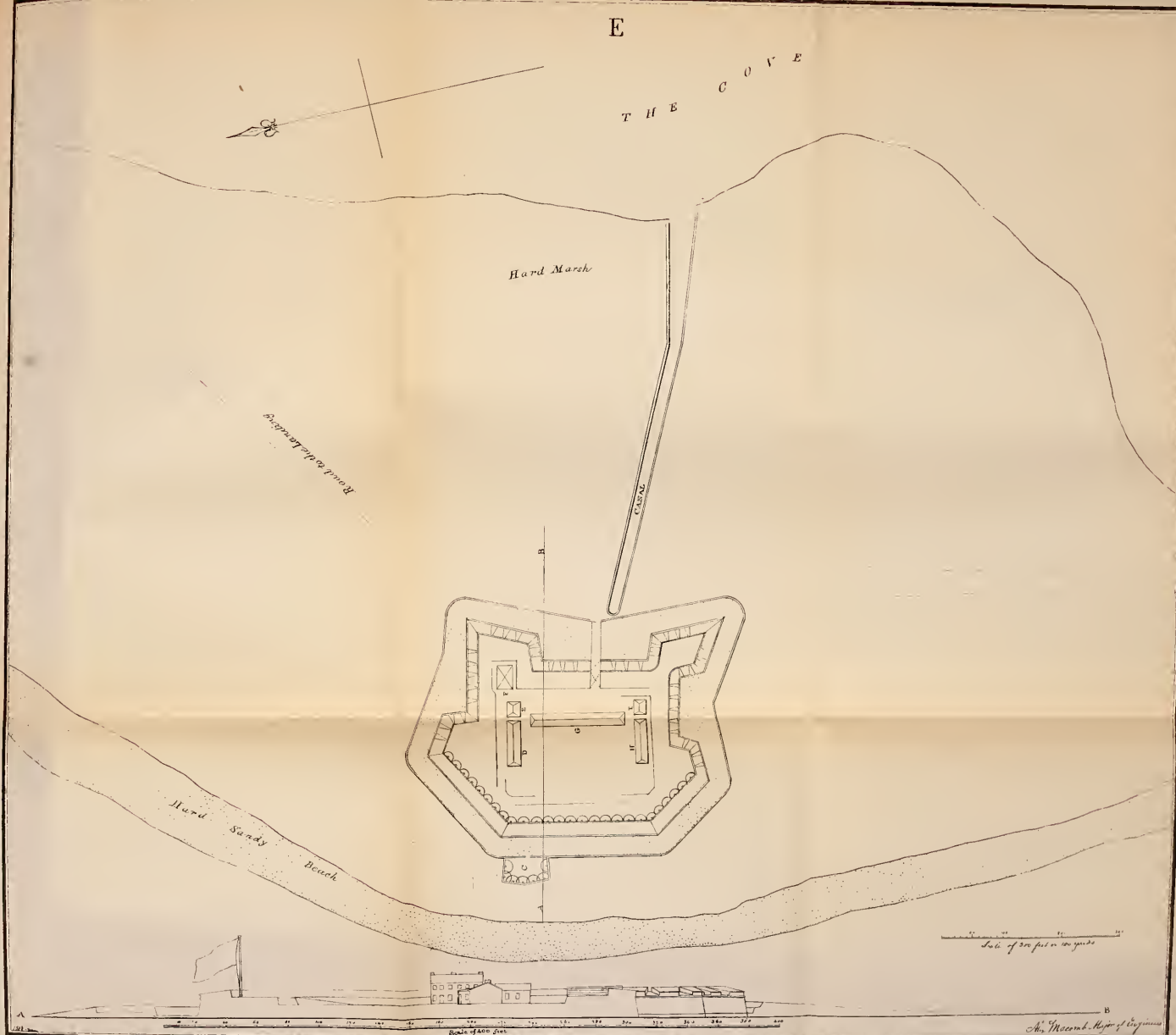
1807. In April of this year Lieut.-Col. John Williams of the Engineers, reported "that the land reserved for the fort, originally less than four acres, is in fact already washed into the sea, the counter scarf and glacis obliterated, the revetment of the parapet, which was of brick, is in most part gone, and some of the guns have pitched forward, and leaving their broken carriages behind them, lie in the debris; even the furnace for heating shot is now only visible, as part of it projects from the sand of the beach, when not covered by the surf; there is nothing in this whole work that can be considered in any other view, than a heap of rubbish of no other value than the bricks that might come in use again."

1809. In June of this year, Major Alexander McComb, Engineer Corps, presented a plan for the third fort, as shown herewith on Plat marked E, which appears to have been approved, for on December 10th, 1811, the Secretary of War, Hon. Wm. Eustis, informed the Chairman of a Congressional Committee as follows: "Fort Moultrie, situated at the entrance of the harbor, is of an irregular form, built of brick, filled in with sand, presenting a battery of three sides on the sea front, with ramparts, parapets, &c., mounting forty guns; the magazine is brick, dry and calculated to hold five hundred barrels of powder; the barracks are of brick sufficient for five hundred men and officers; the garrison is fixed at three hundred and ninety men."

1826. The Engineer's report of this year speaks of Fort Moultrie as a work of some strength, but by no means adequate to its object, its battery being weak, and the scarf so low as to oppose no serious obstacle to escalade. Col. J. G. Totten's report confirmed this condition ten years afterwards. This is the fort now standing—its site was much endangered in 1839 by the advance of high water-mark.

1860. On the 26th December of this year, an event occurred which led directly to a disastrous war. Major Rob-





PLAN of FORT MOULTRIE on Sullivan's Island in the Harbour of CHARLESTON.

AM PHOT. LITHO CO N Y

Furnished by the War Department
to the City Council of Charleston

ert Anderson and the garrison at this post, contrary to orders from the Secretary of War, in violation of the understandings and agreements between the State and Federal authorities, at the suggestion of an officer not of the garrison, removed to Fort Sumter during the night, spiking the guns, burning the carriages, &c. This unexpected and unauthorized act brought on the war between the States. The armament at that time consisted of sixteen 24°, fourteen 32°, ten 8-inch columbiads, five 8-inch sea coast howitzers and seven field pieces. It was immediately occupied by the Marion Artillery, Capt. J. G. King, fifty men—Lafayette Artillery, Capt. J. J. Pope, fifty-five men—Washington Artillery, Capt. Geo. H. Walter, fifty men—German Artillery, Capt. C. Nohrden, fifty men—under command of Lieut.-Col. W. G. DeSaussure, First Regiment Volunteer Artillery, Fourth Brigade South Carolina Militia. Subsequently, it was put in order and much strengthened, guns remounted, and under the command of Col. R. S. Ripley took a prominent part in the reduction of Fort Sumter on 12th and 13th April, 1861.

It was permanently garrisoned, during the war, by the First South Carolina Infantry, Col. Wm. Butler, commanding, and on the memorable 7th April, 1863, was vigorously engaged with Fort Sumter, in the complete repulse of the iron-clad squadron under Rear Admiral Dupont—eight hundred and sixty-eight shots having been fired from this post in this action. After Gen. Gilmore's descent upon Morris Island, July 10th, 1863, it took part at long range in the defence of that island until its evacuation, September 6th, 1863.

On the 8th September, Fort Moultrie, supported by most of the batteries on Sullivan's Island, was heavily engaged with the iron-clad fleet, and particularly the "*Ironsides*" frigate.

1865. Shots continued to be exchanged with the monitors at intervals until 4th February, 1865, when, according to Judge Advocate Cowley, United States Navy, the last shot was fired at the squadron from this post, which struck

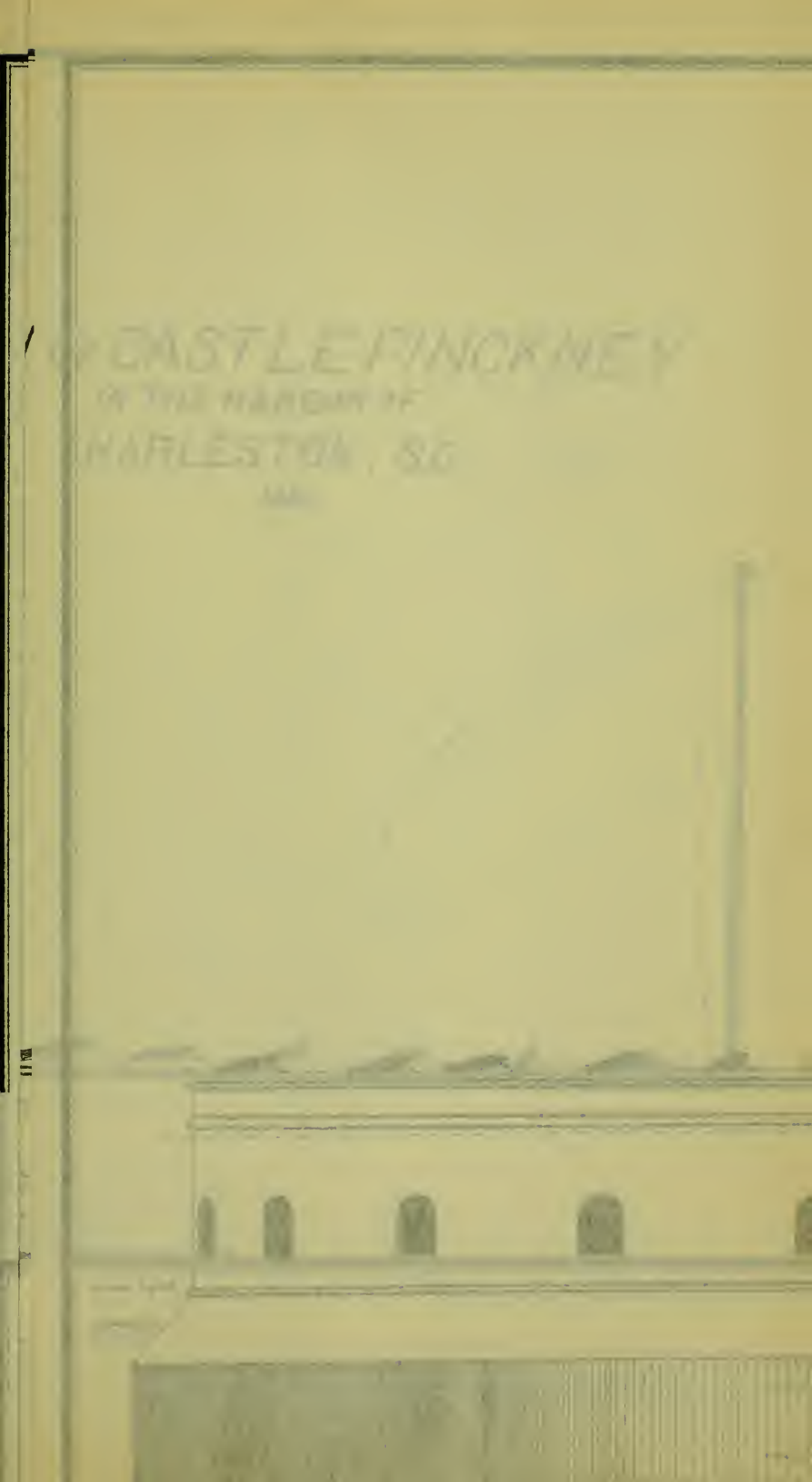
the monitor *Canonicus*. At the evacuation the same month the armament was twelve guns and mortars, among them four 10-inch columbiads, two 8-inch columbiads, and three rifled guns (42^{s} and 32^{s}). Since the war great changes have taken place, and its armament comprises twelve 15-inch guns in barbette and four 13-inch mortars. The entire space inside the fort is now an extensive bomb-proof for the protection of the garrison when engaged with an enemy. The garrison in future will be quartered outside the walls, and occupy the fort only when engaged with an enemy.

CASTLE PINCKNEY.

1794. The site of this work was selected in 1794, on a shoal known as Schultes' Folly Island, by Paul Hyacinthe Perrault, under orders from the Secretary of War, April 11th of that year, in pursuance of the directions of President Washington to fortify the port and harbor of Charleston, and to act under the orders of the Governor of South Carolina. The work, however, being on a scale supposed too extensive for the funds appropriated, was not attempted until 1797; between this time and 1804 a work was erected on this site, the character of which, however, is unknown.

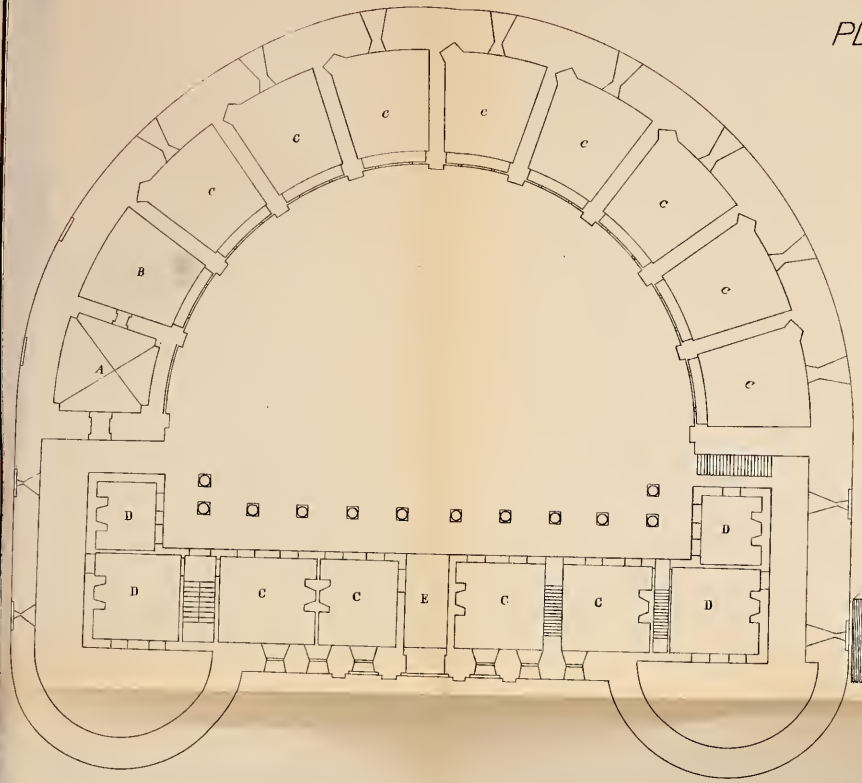
1806. On February 18th of this year, it was reported that the severe gale of 1804 had left this work a ruin, and in April the following year Lieut.-Col. Williams reported that the fort could not be effectually repaired, without taking it down to the foundation, and sawing off the remnants of the heads of piles at low water-mark.

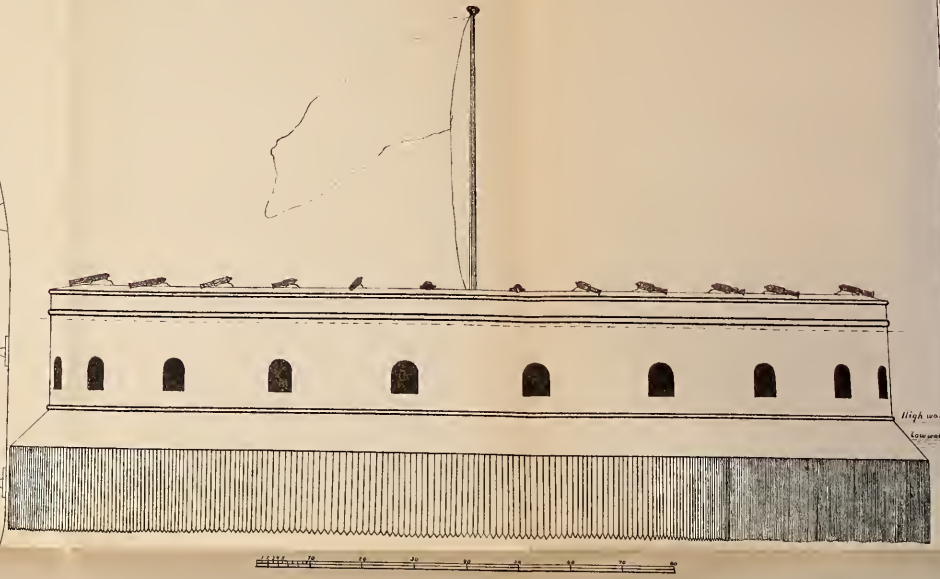
1809. On January 6th a new masonry work was reported by the Secretary of War as commenced, and in a rapid state of progress, and two years afterwards it is described as follows: "This new work of an elliptical form, built of brick, has two tiers of guns, of which thirty are mounted—eight in casemates and the remainder *en barbette;* a good magazine and quarters for two hundred men and officers." The work at that date was considered the most important in the harbor. A plan of the fort, showing the height to which it


CASTLE PINCKNEY
IN THE HARBOR OF
CHARLESTON, SC

F

PLAN OF CASTLE PINCKNEY
IN THE HARBOR OF
CHARLESTON, S.C.
1810





References.

A.- Powder Magazine.
B.- Powder room for filling Cartridges.
C.- Quarters under the platform, making also the lower tier of guns.
C.- Soldiers' rooms in the barracks
D.- Officers Quarters
E.- Gateway.
The red dotted line shows the height it is now carried.

Furnished by the War Department

AM. PHOTO LITHO CO. N.Y.

was built in 1810 is presented herewith in the sketch marked F. Up to 1829 nothing further was done except to make minor repairs and to protect the foundations by depositing around it a quantity of large stones.

1829. In April of this year Lieut. Brewerton recommended the construction of a sea wall, to strengthen the foundations, and this was completed in 1832. In the following year additions were made by Capt. Eliason for the temporary defence of the gorge, by pallisades, &c.

1860. At the close of this year its armament consisted of fourteen 24°, four 42°, four 8-inch sea coast howitzers, one 10-inch and one 8-inch mortar, and four light pieces for flank defence. On the 27th December, 1860, a detachment of the First Regiment Rifles, South Carolina Militia, consisting of the Washington Light Infantry, Capt. C. H. Simonton, the Carolina Light Infantry, Capt. B. G. Pinckney, and the Meagher Guard, Capt. Ed. McCrady, Jr., under the command of Col. J. J. Petigrew and Major Ellison Capers, proceeded at half-past four o'clock in the afternoon to Railroad Accommodation wharf, where the battalion embarked on the steamer *Nina;* landing at Castle Pinckney, the command scaled the walls with ladders and took possession of the fort, which was occupied at the time by a working party under Lieut. Meade, United States Army. While garrisoned by the Zouave Cadets, Capt. C. E. Chichester (1861), a number of prisoners from the battle of first Manassas were confined here, among whom was Col. Corcoran of the New York Sixty-ninth Regiment. Later in the year Castle Pinckney was prepared for an armament, guns were mounted, &c. The garrison continued unchanged until March, 1862. The Confederates while in possession changed its character somewhat, by an embankment of earth against the scarf of the sea front, thus closing the casemate embrasures and converting it into a barbette battery, with empaulements for four guns—three 10-inch columbiads and one Brook's rifle on centre pintle carriage, and this was its armament when evacuated in February, 1865, and maintained at the present time. A drawing presenting the location of Castle Pinckney is appended mark-

ed "G," which shows it to be a little less than one mile from the East front of the city.

FORT SUMTER.

1827. In December of this year, a Board of Engineers submitted a report on the defences of Charleston harbor, with a plan of a casemated battery designated for the shoal, situated about one mile Southwest of Fort Moultrie, and about the same distance Northeast of Fort Johnson, and these plans were approved by the Secretary of War, Hon. P. B. Porter, in December, 1828. The drawings and memoir describe it as an enclosed pentagonal work of masonry, with truncated salients, and two tier of guns in casemate and one in barbette. The armament was to consist of one hundred and forty guns and four mortars, eighty-one guns being in casemate. To sustain a determined attack seven hundred men would be required.

1851. Gen. Totten reported this year that the total armament would be one hundred and forty-six guns, including six mortars and thirteen field pieces.

1860. The work was essentially completed at this date in accordance with the plan herewith presented (Plat H), except as to the embrasures in the second tier of casemates. Capt. J. G. Foster, United States Army, reports the following guns then mounted:

Casemates—Three 42°, twenty-four 32°, three 8-inch howitzers.

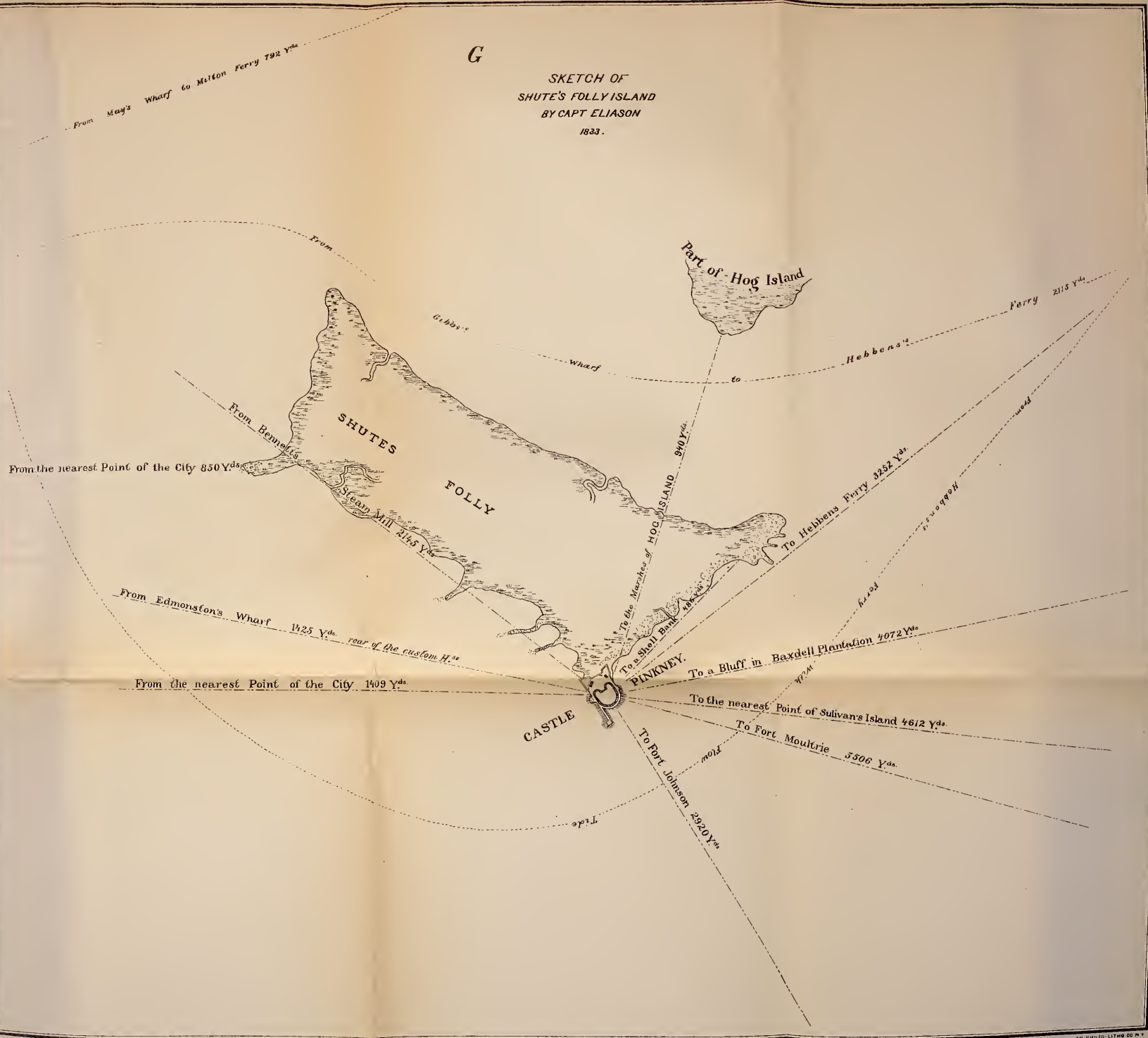
Barbette—Two 10-inch columbiads, six 8-inch columbiads, five 8-inch howitzers, five 42°, three 32°, six 24°.

On the parade arranged as mortars—one 10-inch columbiad, four 8-inch columbiads. Total, sixty-two guns.

1861. On the 12th and 13th April of this year it was bombarded by troops of the State of South Carolina, under Gen. Beauregard, and surrendered by Major Anderson, United States Army, on the latter day. The United States flag was saluted, and the United States garrison evacuated on the 14th, and embarked aboard steamships and proceed-

G

SKETCH OF
SHUTE'S FOLLY ISLAND
BY CAPT ELIASON
1833.



AM PHOTO-LITHO CO N Y

Furnished by the War Department
to the City Council of Charleston S.C

ed North. Lieut.-Col. R. S. Ripley, Confederate States Army, was ordered to occupy Fort Sumter upon its evacuation, proceeding to Fort Sumter with Capt. Hallonquist's Company, First South Carolina Regular Artillery. The Palmetto Guard, Capt. G. B. Cuthbert, was ordered over from Morris Island, same day. On the 15th the Palmetto Guard were relieved by Capt. Alfred Rhett's Company, seventy-five men, First South Carolina Regular Artillery, with Lieuts. Mitchell and Blake; soon after, Capt. Hallonquist was ordered to report to Gen. Bragg at Pensacola, and Capt. Alfred Rhett assumed command.

1863. On the 7th April of this year its armament was: in casemates, thirty-five guns of 8-inch, 42° and 32°, and in barbette, thirty-seven guns of 10-inch and 8-inch rifled, 7-inch rifled and 42°; total, seventy-two guns, and four 10-inch mortars. On that day the fort was commanded by Col. Alfred Rhett, of the First South Carolina Artillery, and bore the brunt of the attack by the iron-clad squadron under Rear-Admiral Dupont, United States Navy. This squadron numbered eight turreted vessels, carrying sixteen guns of 11-inch and 15-inch calibre, and one frigate, the new *Ironsides*, carrying fifteen 11-inch guns and one rifled gun of 8-inch calibre. In two hours and a quarter the entire squadron retired completely worsted, after firing one hundred and thirty-nine shots from twenty-three guns. More than half the vessels were badly damaged, and one went down early the next morning. Less than half of the guns of the fort were engaged, firing eight hundred and ten shots. The masonry in a few places was much injured, but the efficiency of the fort to renew the combat was but little impaired.

On the 10th July Gen. Gilmore, commanding the United States troops, in conjunction with Rear-Admiral Dahlgren, United States Navy, made a successful descent upon the Southern end of Morris Island, menacing batteries Wagner and Gregg, the outposts of Fort Sumter, on the Northern end of that island. Fort Sumter took part in the defence of these works until 17th August, on which day Gen. Gilmore opened his breeching batteries of the heaviest rifled

cannon upon Fort Sumter, at unprecedented range, from the distance of 3,428 to 4,290 yards, firing over the heads of the outposts, and actually demolishing Fort Sumter in seven days, although not silencing it until September 1st—the sixteenth day of the bombardment. The part played by the United States Navy in the demolition of the fort was quite secondary, being limited to an occasional night attack. During the first seven days the land batteries threw against the fort five thousand and nine projectiles, of 100, 200 and 300 pounds, from fourteen parrot rifled guns.

I append the following complimentary order of General Beauregard to the First Regiment South Carolina Regular Artillery:

HEAD-QUARTERS,
CHARLESTON, S. C., 1st September, 1863.

GENERAL—The Commanding General has witnessed with genuine pride and satisfaction, the defence made of Fort Sumter by Col. Rhett, his officers, and the men of the First Regiment of South Carolina Regular Artillery—noble fruits of the discipline, application to their duties, and of the *organization* of the regiment. In the annals of war no stouter defence was ever made, and no work ever before encountered as formidable a bombardment as that under which Fort Sumter has been successfully held.

Respectfully, your obedient servant,

(Signed) THOMAS JORDAN,
Chief of Staff.

To Brigadier-General RIPLEY,
Commanding First Military District South Carolina.

On 6th September batteries Wagner and Gregg, the outposts of Fort Sumter, after enduring an unprecedented fire from land and sea for upwards of fifty-four days and nights, during which time two assaults in force had been repulsed, were successfully evacuated on this night, and their garrisons brought into the inner harbor for its defence.

On 7th September Col. Rhett was advanced to the command of the First Military District, including Fort Sumter and the city, and was relieved by Major Stephen Elliott, Confederate States Army, commanding Fort Sumter with a force of infantry.

On the night of the 8th September a naval attack in boats carrying four hundred and fifty picked men, was easily

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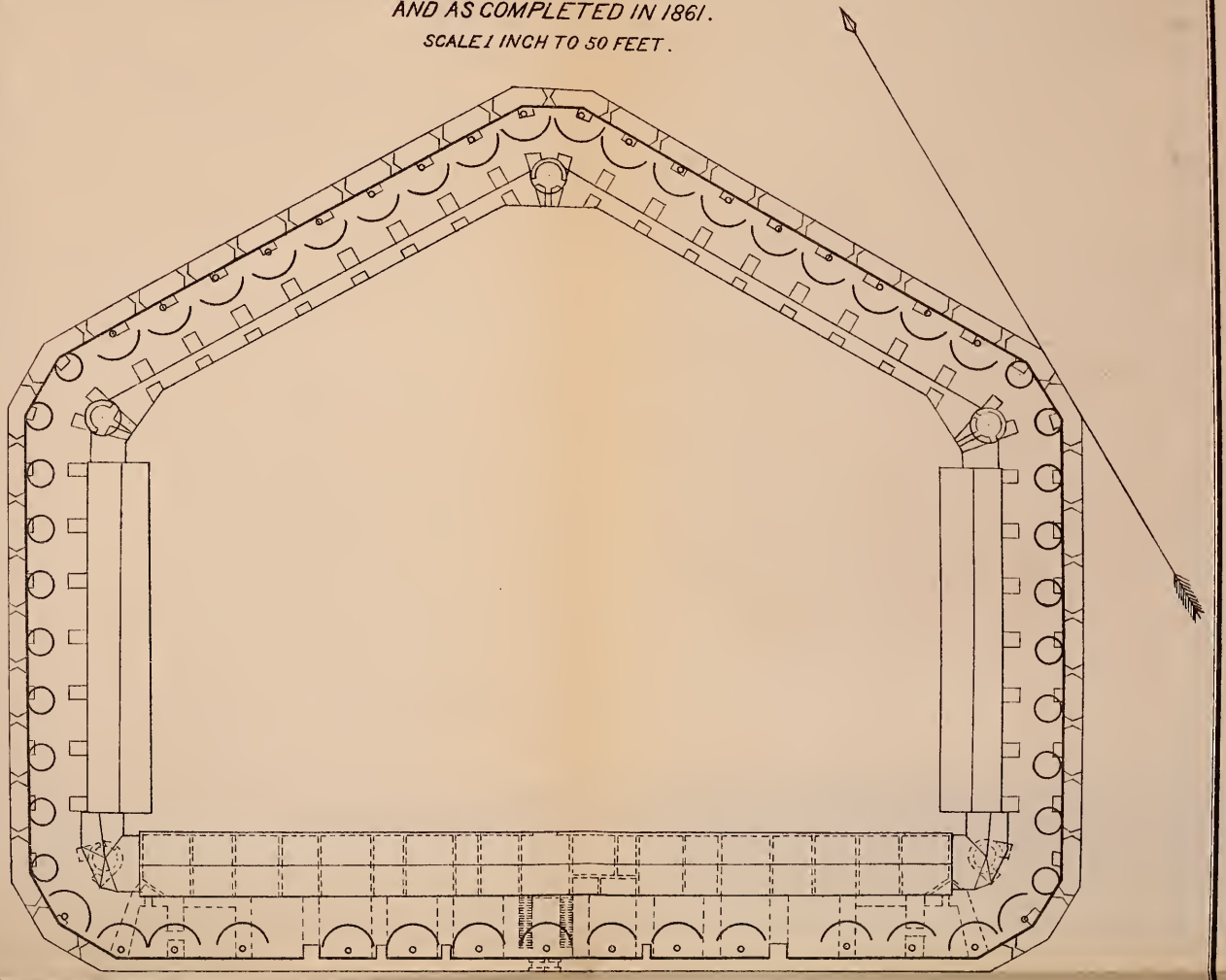
PLAN OF FORT SUMTER

CHARLESTON HARBOR, S.C.

AS ORIGINALLY DESIGNED,

AND AS COMPLETED IN 1861.

SCALE 1 INCH TO 50 FEET.



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repulsed in twenty minutes, the officer second in command and one hundred and two others were captured.

On 26th October, the second heavy bombardment was begun; this time from the evacuated batteries—Wagner and Gregg—and others on the Northern end of Morris Island aided by the squadron, was continued without intermission for forty days and nights, until December 6th. On the 13th October, by the falling of one of the East casemates, caused by a single shot from the enemy's batteries, eleven members of the Washington Light Infantry of Charleston were killed.*

On the 11th December an accidental explosion of the small arms magazine took place at nine o'clock in the morning. The Commissary store-room being proximate, suffered severely in casualties, Capt. Edward D. Frost and his non-commissioned staff and several company sergeants then drawing rations were instantly killed. There were besides forty wounded in the upper and lower casemates, accessible by passage to the scorching blast of the explosion, many were sleeping in their bunks when injured, having just been relieved from night duty. The physical damage to the fort was so great, as to cause grave apprehensions for its continued occupancy, and the fact that these serious disabilities were overcome and the fort held, is in keeping with the whole heroic defence throughout the war.

1864. On the 24th May Lieut.-Col. Stephen Elliott, commanding, was relieved, for active field service in Virginia, and promoted Brigadier-General, and Capt. John C. Mitchell, First South Carolina Artillery, was assigned to the command.

On the 7th July the third heavy bombardment commenced, and reached its height on the 20th instant, when Capt. Mitchell, the commander of the fort, was killed on the Southwest parapet.

*Capt. James M. Carson's Company A, Twenty-fifth South Carolina Volunteers. *Killed*—Sergeant W. Capers Owens, Sergeant J. Adger Stevens, Privates Samuel C. Anderson, Samuel L. Burroughs, F. Marion Burroughs, Orville J. Burn, James Calder, Walter G. Gibson, J. Walker Jones, Laurence T. Lee, W. L. Patterson.

On the 21st July Capt. T. A. Huguenin, First South Carolina Infantry, succeeded Capt. Mitchell in command of the fort. The bombardment continued, with some decline of fire, until the first week in September, or upwards of two months; after this, desultory firing was kept up until the evacuation of the fort, on the night of the 17th February, 1865.

Fort Sumter mounted at that date four heavy and five light guns, and was stronger for defence than when destroyed as an artillery post one year and five months previously, having been garrisoned during this period by infantry.

1870. In January of this year the Board of Engineers, United States Army, submitted a plan for arranging Fort Sumter for a battery of barbette guns. This plan was somewhat modified afterwards, and work has been commenced upon it, but not completed. In accordance with the latest modifications the armament will consist of twenty guns in casemates, ten 15-inch guns or equivalent *en barbette*, four siege or field pieces or gatling guns.

ROSTER OF OFFICERS IN COMMAND OF FORT JOHNSON, FORT MOULTRIE, FORT SUMTER AND CASTLE PINCKNEY, 1860-65.

Fort Johnson.

1860—Dec.	Capt. Joseph Johnson	17th Regiment, S. C. M.
1861—April	Capt. George H. James	S. C. R. A.
1861—May	Lt.-Col. A. D. Frederick	2d S. C. Artillery.
1863—	Lt.-Col. Jos. A. Yates, up to February, 1865.	S. C. R. A.

Fort Moultrie.

1860—Dec. 27th	Lt.-Col. W. G. DeSaussure	1st Reg't Art., 4th Brig., S.C.M.
1861—Jan	Col. R. S. Ripley	S. C. R. A.
1861—April	Capt. W. Ransom Calhoun	S. C. R. A.
1861—Summer of	Capt. Thos. M. Wagner	S. C. R. A.
1861	Capt. Jos. A. Yates	S. C. R. A.
1861—Nov.	Col. Jno. Dunovant	S. C. R. I.
1862—Jan	Lt.-Col. Wm. Butler	S. C. R. I.
1862—June	Maj. Thos. M. Baker	S. C. R. I.

1862—Dec. .....Capt. T. A. Huguenin.....S. C. R. I.
1863—Aug.....Maj. Rob't DeTreville.....S. C. R. I.
1863—Nov.....Capt. Jacob Valentine .....S. C. R. I.
1863—Dec.....Maj. Warren Adams.....S. C. R. I.
1864—Oct. to Jan..Capt. C. H. Rivers.....S. C. R. I.
1864—to Feb. 1865.Maj. Warren Adams.....S. C. R. I.

Fort Sumter.

1861—April 14th, { Lt.-Col. R. S. Ripley with Capt. Hallonquist's Company of 40 men, S. C. R. A., and the Palmetto Guard, Capt. Cuthbert, as a garrison.

1861—April 16th, { Capt. Alfred Rhett's Company, 75 men, S. C. R. A., relieved Capt. Cuthbert's Company. Capt. Hallonquist was ordered to report to Gen. Bragg, at Pensacola. Capt. Rhett remained in command until November.

1861—Nov.....Capt. Thos. M. Wagner.....S. C. R. A.
1862— ... .Maj. Alfred Rhett.....S. C. R. A.

1863—Sept. 7th.. { Capt. Stephen Elliott, of the Beaufort Artillery, promoted Major, C. S. A., and assigned to command of this post.

1864—May 24th...Capt. John C. Mitchell.....S. C. R. A.

1864—July 21st.. { Maj. T. A. Huguenin, S. C. R. A., to Evacuation, 17th February, 1865.

Col. W. R. Calhoun, Commanding First Regiment South Carolina Regular Artillery, was in command of the fort at different times, but owing to the condition of his health, was much of the time in the city on sick leave. It is not possible to give a correct roster of commanding officers with particular dates of service.

Castle Pinckney.

1860—Dec. 27th...Col. J. J. Petigrew.....
1861—Jan .....Capt. Baker.....S. C. R. I.
1861—.....Capt. Jos. A. Yates.....S. C. R. A.
Capt. H. S. Farley.....S. C. R. A.
Capt. C. E. Chichester.....Zouave Cadets.
1862—... .....Maj. Ormsby Blanding.....S. C. R. A.
1862— .....Capt. W. H. Perroneau.....S. C. R. A.
1863—... .....Capt. J. G. King to February, 1865.....S. C. R. A.

In closing this brief and inadequate record, it is proper to say, that while in a general way, accurate, as to the period, 1860–65, there is much necessarily omitted for want of correct official information; what is here printed, has been obtained from private sources, and with the earnest hope that even this mere skeleton record, which omits many im-

portant posts, will serve to direct attention to the grand story of the wonderful defence of Charleston for four years against the persistent and herculean efforts of a government of unlimited resources, in men and material, commanding the inventive skill and the workshops of the whole civilized world.

PORT AND HARBOR LIGHTS.

As a subject most interesting in connection with Charleston's commerce, and about which little is known to the general public, I have thought it in order to speak of our port and harbor lights, and with a brief reference to the grand work of the Light-house Board of to-day, to show the origin of lights for maritime purposes soon after the early settlement of the country, and the vast changes made in this department of the public service.

There is little doubt but that the early colonists recognized the necessity for beacons, with which to guide the English and Dutch ships, which should make their landfall at night, the safe way to their harbors. The earliest records show that as far back as 1673 beacons were then lit, with "fier balls of pitch and ocum," which were burned in an iron basket on the top of these elevations. The first light-house built at the public cost in America was on Little Brewster Island, Boston harbor, in 1715, and was supported by light-dues of one penny per ton, on all incoming and outgoing vessels, except small local vessels. The maritime Colonies followed the example of Massachusetts, and when the United States, by the Act of August 7th, 1789, accepted from the States the title to and joint jurisdiction over the light-houses on the coasts, and agreed to maintain them thereafter, they were only eight in number between Portsmouth, N. H., and Charleston, S. C., a shore distance of about one thousand miles, and comprised the following lights, all of which are still in existence, though so greatly improved that they are the same only in purpose and location:

Portsmouth (N. H.) Harbor Light; Boston (Mass.) Har-

bor Light; The Gurnet Light, near Plymouth, Mass.; Brant Point Light, Nantucket, Mass.; Beaver Tail Light, on Conanicut Island, R. I.; Sandy Hook Light, entrance to New York; Cape Henlopen, entrance to Delaware Bay; Charleston Main Light, on Morris Island.

In the thirty years that had elapsed (1820) since the lights had come under the control of the Federal government, the number had increased from eight to fifty-five, built to meet immediate local wants and without reference to any general system.

Between 1820 and 1852, the number increased from fifty-five to three hundred and twenty-five light-houses, and thirty-five light-ships, and numerous other aids to navigation. The "fier balls of pitch and ocum" used in the open brazier in 1673, were succeeded by tallow candles in 1716, which gave place to fish oil, burned in spider lamps with solid wick, suspended from the dome of the tower, as late as 1760. This was succeeded in 1812, by sperm oil burned in a sort of argand lamp, in "Winslow's patent magnifying and reflecting lanterns." This illuminant was continued until the beginning of the latter half of the present century, when the reflector system, much as it was improved, was itself superseded by the Fresnel lenticular apparatus now in use. The highest scientific authority has been used in obtaining information as to illuminants. Analyses, quantitative and qualitative, chemical, photometric, etc., of sperm, whale, shark, seal, colza, olive, lard and mineral oils, have been made.

In turn, "colza" and "lard" oils were used, but for some years the Light-house Board, after much experimentation in its own laboratory and workshops, succeeded in perfecting a mineral oil, and a lamp capable of consuming all the carbon set free, and this has been introduced throughout the Light-house establishment, except in seventy-three lights of the highest powers, in which there are still special reasons for using lard oil as an illuminant.

The cost of mineral oil is about fourteen cents a gallon; lard oil seventy-five cents a gallon. The cost of oil for the

Light-house establishment in 1871, was $115,197.50; in 1881, $32,889; this great saving is traceable to the use of mineral oil.

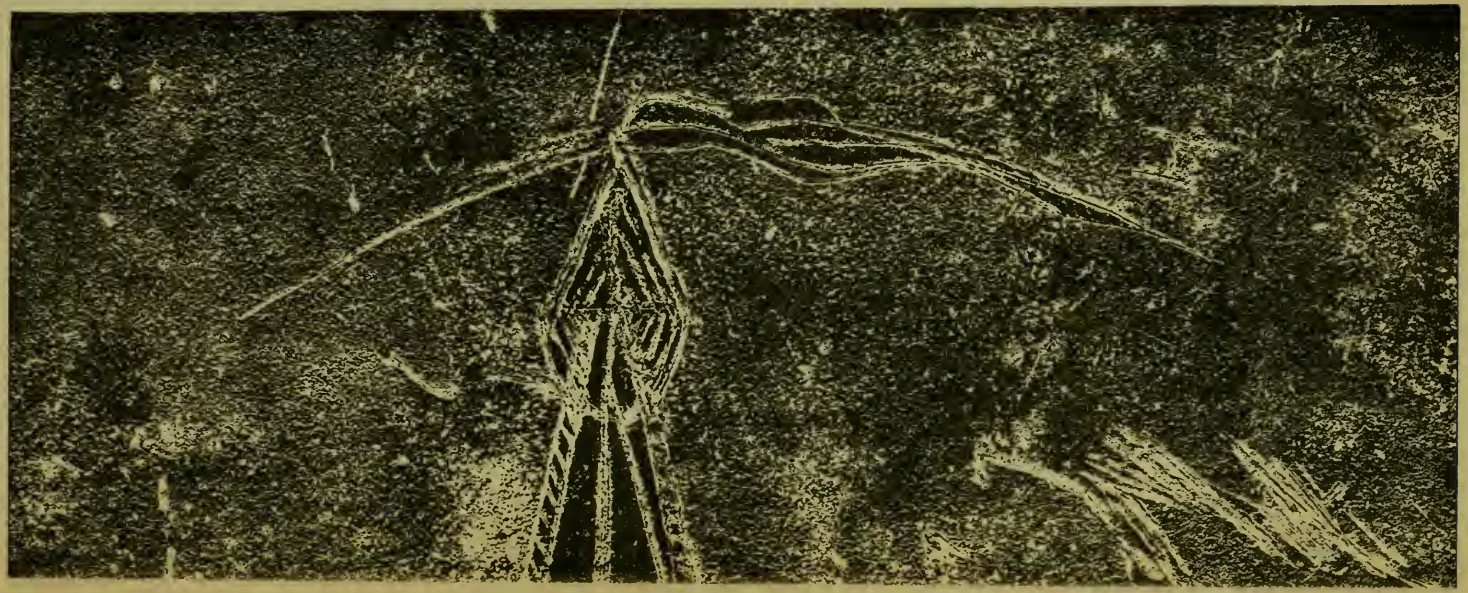
The Board has watched the experiments made in other countries with the electric light as a light-house illuminant, and while it does not consider that this light can be seen farther than its own best lights, which are seen, located and identified, as far as the curvature of the earth will allow, still for want of an apparatus no electric light has as yet been placed in competition with the oil lights in use.

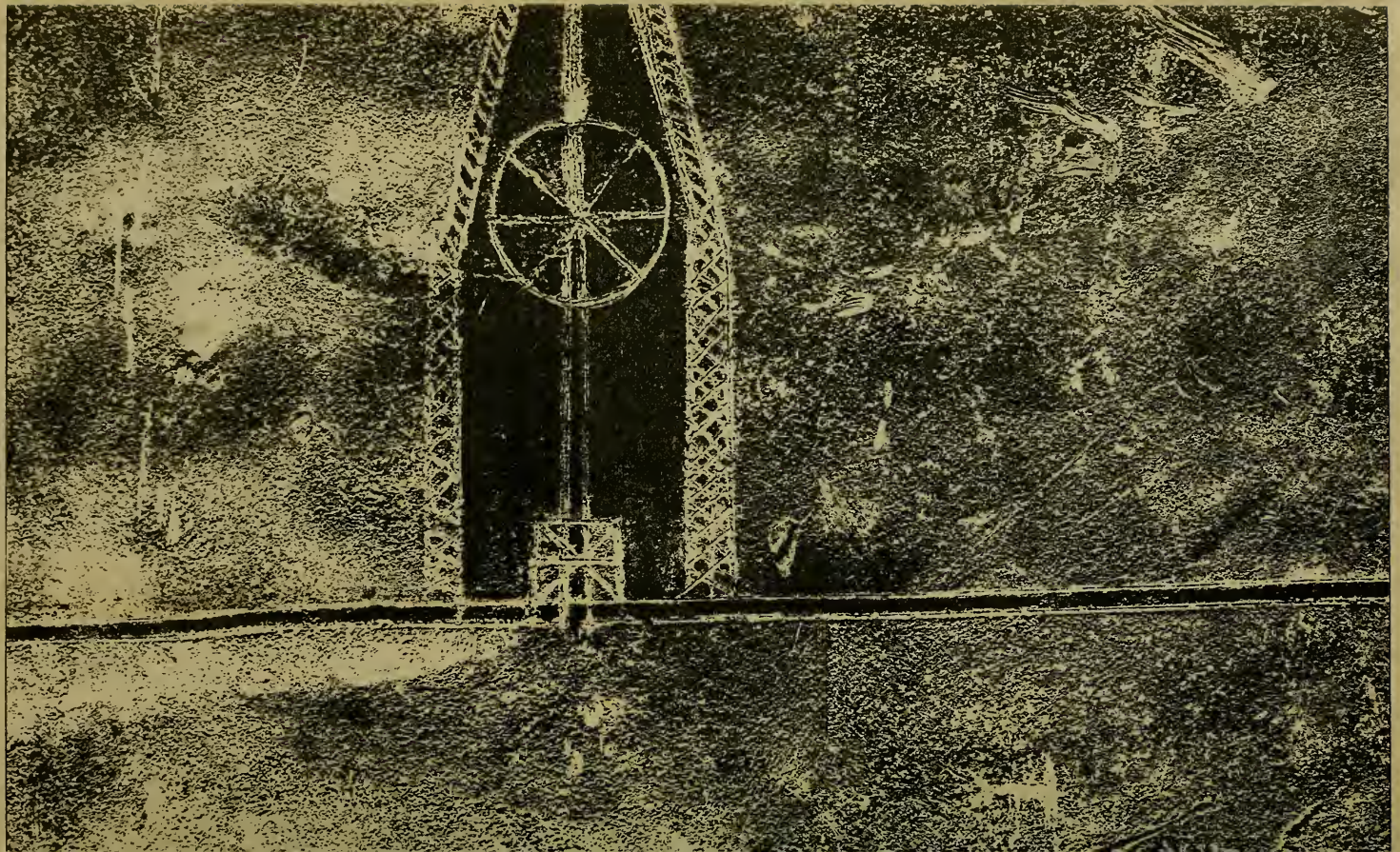
The records of the Light-house Board show that Morris Island on which the Charleston main light, and the Morris Island beacons are located, was formerly divided into three islands, the Southerly one called Middle Bay Island, the central portion Morrison's Island, and the part nearest Charleston Cummings' Point, each of these islands being separated by a creek or inlet which is now filled up; and that by an Act of the Legislature of South Carolina passed January 20th, 1790, Middle Bay Island was ceded to the United States for light-house purposes.

At the date of this Act of cession there was a light-house on the land ceded, the date of the establishment of that light being 1767, whether it antidated this there is no means of knowing, but most probably it had at an early date been the site of a beacon.

In the office of the Light-house Department in this city are two most interesting relics taken from the corner-stone of the old Colonial Light-house, erected on what was then called "Middle Bay Island," now a part of Morris Island—one is a tracing on a plate of lead about twelve inches square, showing the outline of a small octagonal tower, evidently arranged for the crude illuminants of that period; the other is a copper plate of similar size, upon which an inscription is engraved. As objects of curiosity, I have had them reproduced in *fac-simile* and presented herewith.

In 1837, the United States government established a range light in connection with the old light, and to the Eastward and Southward of it, to guide through the ship





The First Stone of this BEACON, was laid on
the 30th May. 1707. in the seventh Year of his
MAJESTY.S REIGN, GEORGE THE, IIID

The First Stone of this BEACON, was laid on the 30.th May. 1707. in the seventh Year of his MAJESTY.s REIGN, GEORGE THE, III.D KING OF GREAT BRITAIN, &c.

LORD CHARLES GREVILLE MONTAGU GOV.R

IN CHIEF

HONORABLE. WILLIAM BULL, ESQ. LIEU.T GOVERNOR

HON. PETER MANIGAULT ESQ. SPEAKER.

Wm Woodrop. Jam.s Reid. Rob.t Rivers. — Commissioners — John Torrans John Forbes. Hen.y Laurens. Thomas Savage.

SAM CARDY, ARC.T

Tho.s You. Engr.

Fennick Bull, Clerk.

ADAM MILLER. BRICKLAYER.

RELICS FOUND IN THE CORNER STONE OF THE OLD BEACON TOWER, MORRIS ISLAND. UPON THE ERECTION OF THE NEW LIGHT HOUSE 1870.

No.1. Plate of Lead showing Tracing of old octagonal Tower. No.2. Copper Plate with inscriptions.

channel. These lights were destroyed during the war between the States, and when they came to be re-established it was found that the ship channel had changed, and they were therefore placed at localities further to the South and West, to guide through the new channel.

The Light-house Board was organized in 1852, and the following statement shows the character of the Charleston harbor lights in existence at that time, and the improvements that have been made in them since:

Station.	Location.	1852. Character of Illuminating Apparatus.	1883. Character of Illuminating Apparatus.
Charleston	Morris Island	12 lamps furnished with 21-inch reflectors.	Rebuilt in 1857; furnished with 2d order of Fresnel Lens. Rebuilt 1876, and furnished with 1st order Fresnel Lens.
Charleston Beacon	Morris Island	One lamp with 21-inch reflector.	Destroyed 1861.
Morris Island Beacon	Morris Island	Built 1837. 1 lamp, each 16-inch reflectors.	Reb'lt 1870 and 1872; 5th order Fresnel Lens.
Sullivan's Island Beacon	Sullivan's Island	Built 1848. 2 lamps, each 16-inch reflectors.	Rebuilt 1872. Front Light 6th order Fresnel Lens; Rear Light 4th order Fresnel Lens.
Fort Sumter	Fort Sumter	Established 1855	5th order Fresnel Lens.
Castle Pinckney	Castle Pinckney	Established 1855	5th order Fresnel Lens.
Battery Beacon	Battery	Established 1857.	6th order Fresnel Lens.—Discontinued 1869.

Few of our citizens fully realize the magnitude of the work done in the erection of the new "Charleston Main Light-house" and its equipment. It is still situated on Morris Island, and the accompanying description will be read with interest and will elicit a general appreciation from every citizen.

The height of the light above sea level is one hundred and fifty-eight feet, and the height of the structure from its base to the centre of the lantern is one hundred and fifty feet, the light being visible eighteen and three-quarters nautical miles.

The tower is a brick structure thirty-three feet in diameter at the base, and sixteen feet eight inches in diameter at the neck below the cornice, being conical in shape, and is pro-

vided with an iron staircase of nine flights. The lantern, parapet gallery, and its supporting brackets are all of iron.

The tower rests on a foundation of two hundred and sixty-four piles, occupying a circle having a radius of twenty-two feet. Resting on the heads of these piles are two sets of capping pieces, forming a timber grillage eighteen inches in thickness. The spaces between the piles and the open spaces in the grillage are filled with concrete to the level of the upper surface. Upon the top of this is built a foundation of rubble masonry five feet six inches in thickness, which carries the brick work of the tower. The estimated weight of the superstructure is three thousand two hundred tons, and the weight sustained by each pile a little over twelve tons.

The approximate cost of the entire work was $140,000.00 and of its outfit $10,000.00.

JETTIES.

The first jetties constructed in our harbor, were put down to rescue Sullivan's Island from then threatened destruction. As the report of Capt. A. H. Bowman, United States Corps of Engineers, contains interesting information, gathered from the earliest data, I quote from it to show the great changes which have taken place on that island in the last hundred years. It seems that soon after the foundation of Fort Sumter was begun, there were rapid changes noted in the shore line of Sullivan's Island—the waters having reached the wall of Fort Moultrie. In an elaborate and valuable report, under date of January, 1842, to ascertain the real cause of these changes, from which I make some extracts, Capt. Bowman says:

"The preliminary survey of Drunken Dick Shoal being completed, I have the honor to submit herewith, for the consideration of the department, plans and estimates of the proposed dike. The objects to be attained are: First, additional security to Sullivan's Island and the site of Fort

Moultrie; Second, protection to the harbor of Charleston from the effects of Northeast gales.

Before proceeding with details of the plans submitted, it is proper to enquire into the causes which have been for a number of years gradually destroying Sullivan's Island.

The oldest map of this harbor to which I have had access, is that of Col. Steadman, Adjutant-General of the English Army, made in 1776.

According to this authority, the Southwest point of Sullivan's Island then extended much farther than it now does, and terminated in a marsh. This fact, which is important as indicating that during the period referred to, the shore was stationary, is confirmed by Col. Moultrie, who in his report of the defence of Fort Sullivan, speaks of a marsh in the midst of the fort. At a more recent period cypress stumps were standing on the beach in front of the fort; and as this tree generally grows in marshy soil, it would indicate that the marsh extended beyond the limits of the old fort, which was far in advance of the present one.

The first well authenticated account, which I have been able to find, of the encroachment of the sea upon Sullivan's Island, is that of Van Hoff.

Upon the authority of this writer, it appears, that during the three years ending 1786, the sea carried away one quarter of a mile of the beach.

From that time forward, till 1830, when it reached and destroyed a portion of the walls of the present fort, its progress was more or less rapid in proportion as the storms by which its destruction was chiefly effected, were more or less severe.

The works commenced during the year last mentioned for the protection of the site of Fort Moultrie, seem to have arrested the advance of the sea and have since caused an increase of the beach.

First a comparison of the outline of the beach in 1830 with the map of Col. Steadman (A. D. 1776) already referred to, comprising a period of fifty-three years immediately preceding the commencement of Fort Sumter, will exhibit

a loss of several hundred yards in breadth. This period includes the three years mentioned by Van Hoff, when a quarter of a mile was carried away. It was also prior to the commencement of Fort Sumter that the first two forts erected on this point were carried away, together with that part of the island on which they stood.

It has already been mentioned, that it is during flood tide with the wind on shore, that most injury is done to the beach; it is therefore to the ocean, and not to the harbor, we are to look for the source of mischief.

In general the stability of a particular point on the sea shore, depends more upon the contour of coast and the direction of the prevailing winds and currents, than upon the nature of the materials of which the coast is composed. In illustration of this truth, innumerable instances might be cited; it will be sufficient for our purpose to refer to the Eastern coast of England and Scotland, which, although composed of high cliffs of chalk, oolite, magnesian limestone and even granite, have for hundreds of years been wasting away under the influence of the waves and currents from the German ocean; while many points on the same coast composed of light sand and rounded chalk flints, by their more favorable configuration and position with relation to the prevailing winds and tides, have remained permanent or even increased.

The prevailing winds here are from Northeast, and Southwest. A diary of the weather kept at the United States Hospital at this port, since 1829 (omitting 1836–37–38 and 39), shows that during 2,555 days the winds prevailed from the Southwest, and Northeast 1,645 days; that from Southwest exceeding the Northeast twenty-five days. The wind from the Northeast acting against the gulf stream causes a high rise in the tides, and is always accompanied by a heavy sea, and a Southwest current.

The South and Southwest winds which frequently blow as violently as those from Northeast, throw in a heavy sea on the beach, at the point where the greatest injury has been done.

Assuming then, that the direction of the prevailing winds and currents, and the contour of the coasts (all other things being equal), determine their stability; I proceed next to the consideration of the best means of counteracting the influence of those winds and currents which are believed to have caused the destruction of a portion of this island.

Two plans have been tried in the works already constructed for the protection of the site of Fort Moultrie with very unequal success. The first consisted in reveting the shore, along the line of medium tide, with a crib-work of palmetto logs filled with granite. This work was found efficient in preventing the effects of the waves in the region of high water-mark, but was manifestly liable to be itself destroyed so soon as the currents should begin to encroach upon the beach below the level of the foundation upon which it stood.

The second plan consisted in the construction of grillages loaded with rough granite, in a direction perpendicular to the shore, and extending to deep water; the results produced by these latter works, have been quite equal to the expectation formed of them; whatsoever sand was detached from the beach about high water-mark or was borne by the current along the line of the shore, was arrested by the grillage which it first encountered. A proof is here furnished of the assertion above made, that the flood tide is the great moving power of the sand.

The grillage nearest the sea, which of course first meets the flood tide, has caused such an accumulation of sand as to remove the line of high tide more than one hundred yards farther from the fort than it was before the grillage was constructed; while that which lies nearest to Hog Island Channel, and should, therefore, first receive and arrest all sand supposed to be detached by that current from the shore, has scarcely accumulated any during the two years that have elapsed since its location."

It appears from this information: first, that Sullivan's Island may be stated to have washed and been reduced fully

a third of a mile in its breadth, since the palmetto log (1776) fort was built; second, that the stone jetties of Capt. Bowman have not only arrested the further destruction of the island, but that there had been a gain of three to five hundred feet by the construction of the jetty in front of Fort Moultrie. The estimated cost of this splendid engineering work is stated in these papers at $178,201.18, and I should mention that the Secretary of War kindly enclosed elaborate drawings of Bowman's Jetty of date 1845–1850 and 1857, which attention I desire to acknowledge, although unable to reproduce them here.

The following extracts from Gen. Gilmore's official reports will prove interesting and instructive:

"In 1878 the outer end of the Bowman Jetty was lowered to a level of two feet above mean low water for an additional thirty feet." * * * "The results showed quite conclusively, that the shortening of the Bowman Jetty had not produced a wider channel at that point, but that the West end of Drunken Dick shoal approached Sullivan's Island shore and the jetty, as fast as the latter was reduced in length, neither was the channel deepened by the shortcoming of the jetty; on the contrary, the greatest depths on the smallest cross-section were less than existed on the smallest cross-section four or five years before."

Subsequent to these experiments at Bowman Jetty, the beach of Sullivan's Island washed away to some extent, destroying a considerable amount of property.

Having stated the great changes that have taken place on Sullivan's Island, I have high authority for the statement that Morris Island opposite, has washed to an equal if not greater extent during the same period. What effect this widening of the mouth of the harbor may have had on the changing of channels, or the shoaling between Fort Sumter and James Island, now so plainly visible, and which it is thought will, in a few years, enable one to walk dry between these two points, I am not able to say, but this fact is established, that from natural causes, the shores of the islands, in the lower harbor, have receded nearly three-

quarters of a mile, and there are numerous notable changes in the harbor. "The bar is essentially a drift and wave bar, produced in part by the upheaving action of the waves when they approach the shore, and are converted by breaking, into waves of translation, and in part by drift material, carried along the coast by surf currents, especially by those produced by Northeast storms. The peculiar location of the bar, largely to the Southward of the gorge of the harbor, and the conditions under which a very large proportion of the ebb-flow is diverted from its most direct path, and forced to skirt the main coast for several miles before it can find a passage to the sea, indicate the controlling power of these storms. The material composing the surface of the bar closely resembles that usually found on the sea shore, between high and low water, in that section of the country, being shells and fragments of shells, or siliceous sand or a mixture of them all; it is easily thrown in suspension by waves, and is moved by a moderate current."

Having the highest authority for the statement, that the entrance to our harbor has been widened, at least three-quarters of a mile, in the last one hundred and seven years, by the washing of the shores of Sullivan's and Morris Island; knowing also that the channels leading over the bar have shifted during the same period considerably to the Southward by the action of the ocean currents and the washing of the island shores; finding in the early records mention of greater depths of water on our bar than we in the present century have known, I think it is a fair conclusion that the shoaling on the bar, in greater or less degree, is attributable to the broadening of the harbor opening.

It will be most interesting to have these facts in mind in considering the extensive works now going forward for the deepening of the entrance to our harbor, which are described by the distinguished projector, Gen. Q. A. Gilmore, U. S. Corps of Engineers, as "low or submerged jetties," which are not to obstruct too much the flow of the surface currents by which the harbor is supplied with tide water. The scouring effect of the ebb tide, and only the ebb tide scouring, is greatest, if not

altogether, during the last three hours of its prevalence; and the submerged jetties will confine this effect to the space between them. Quoting from the official reports:

"It is proposed to construct two jetties, one springing from Morris Island and the other from Sullivan's Island, converging towards each other in such manner that the outer ends on the crest of the bar shall be one-half to five-eighths of a mile apart. The outer ends of the two jetties will rest respectively upon the shoals lying to the Northward and Southward of what is known as the North channel, that being the middle channel of the North group of three channels, *and having its line of deepest water located more nearly than either of the others upon the prolongation of the axis of deep water-flow through the gorge of the harbor, between Cummings' Point and Fort Moultrie.*"

It is of interest to add from the official reports, that the North Jetty starts from a point on Sullivan's Island, eighteen hundred feet East of the Bowman Jetty. The half next the shore is curved to a radius of about one and a half miles, the outer half being very nearly a straight line. The total length is fourteen thousand three hundred and sixty-one feet, and its general direction is Southeast.

The South Jetty, having a total length of fourteen thousand one hundred and nine feet, starts from Morris Island, at a point six hundred and fifty yards from Cummings' Point, its general direction being East. The shore end is curved to a radius of about three miles for a little more than one-half its entire length, while the half next the sea is nearly straight.

It is regarded as certain that these stone jetties, if kept at proper heights, "will produce an ebb-flow through the gap able to maintain a deep channel through the bar."

It will be perceived from the statements relative to the changes in the shore lines and channels from natural causes, given above, that the location of the jetties is in the direction, not only of contracting the mouth of the harbor, but is also in a measure the rectification of early natural boundaries. Their locations have been reached by the closest

observation of the currents on the ebb and flow of the tide, and by scientific calculation, to so place them as to prolong the axis of deep water existing between Forts Moultrie and Sumter, Eastwardly to the ocean.

In brief, the scheme of the jetties is to direct the ebb-flow in the prolongation of the deep water between these two points. Recent soundings show that this deep water area extends Eastwardly in a long pocket into the channel between the jetties, and other changes are noted here, and are ascribed to the influence of the works thus far constructed. It is not my purpose to do more than refer in a brief way to this great project which, if provided for by suitable annual money appropriations, must make the entrance of our harbor as attractive as any on the coast.

This grand scheme is of the deepest consequence to Charleston, and it is earnestly hoped that plans so full of promise to a large section of the Union contiguous to our port may have ample support from Congress, and thus ensure its early and successful completion.

From the latest official records of Captain Bailey, United States Corps of Engineers, in charge of the harbor improvements, courteously placed at my disposal, I learn that an accurate survey of the outer harbor has been made, including the shore lines of Morris and Sullivan's Islands—over forty thousand soundings having been taken, covering twenty-four miles of hydrography, and ensuring for the first time an accurate map for use in computing changes and studying the effects of the jetties.

A recent survey of Hog Island Channel compared with the Bache Map of 1823–5, the coast survey of 1849–64, and the United States Engineer Map of 1881, show the cutting away near the point of Hog Island of three hundred and fifty feet in this period. Since 1881 the wear has been thirty-five to forty feet. Schulte's Folly Island shows a diminution on the North side and on the South side of two hundred feet in this period, while the East and West ends have enlarged one hundred and fifty feet.

The channel widths off the point of Hog Island, measured

between high water, show a gain of *five hundred and sixty feet in the last twenty years*, and it is within this period that the long established line for the protection of the city water front has been altered and extended Eastward to promote private ends, followed by wharf extensions, which have served as jetties to turn the natural currents from their course along the city front through Hog Island Channel. As a sequence, the engineer in charge thinks shoaling may result in the channel in front of the city wharves, and render protective work necessary.

To the same causes is properly attributable the marked changes on the Mount Pleasant shore, which requires a system of jetties to prevent its washing.

PUMPKIN HILL CHANNEL.

"Since 1864 the West end of this channel has moved South eight hundred feet, while the Eastern end, in the vicinity of the outer 18-foot curve, is sixteen hundred feet further South.

The point of the shoal just North of the East entrance to the channel has moved Southwest eight hundred feet, the shoal itself passing South six hundred feet and West three hundred feet. The 15-foot curve in this vicinity shows a Westerly movement of one thousand feet, and a 9-foot shoal South of this entrance has disappeared. The outer 18-foot curve of the bar shows an irregular movement West of six hundred feet; that of the 15-foot curve amounts to twenty-four hundred feet. The distance over the bar between the 15-foot curves was forty-four hundred feet in 1864; at present it is twenty-four hundred feet. The shoalest sounding at mean low water was, in 1864, 12.5 feet; now it is 12.3 feet."

HARBOR APPROPRIATIONS FOR CHARLESTON.

I do not know how far the very conservative views of the public men of our State were enforced against receiving money from the Federal Union for internal improvements

in the earlier years of the century, but they did consent to receive large sums of money, and used it for bank capital, for the State from that source less than half a century ago.

From the information now available to me, I find that the following amounts have been appropriated for the improvement of the harbor, subsequent to the outlays for the jetties on Sullivan's Island, already referred to, which were primarily for military purposes, in the preservation of the site of Fort Moultrie:

1852—30th August	$50,000.00
1871—3d March	13,000.00
1872—10th June	38,700.00
1873—3d March	5,000.00
1874—23d June	18,000.00
1875—3d March	10,000.00
1876—14th August	10,000.00
	$94,700.00

"The first appropriation of 1852 was applied to improving the Beach Channel, by dredging, but no substantial results were obtained. The appropriations from 1871–76 were expended, for the greater part, in taking up at various points of the inner and outer harbor the wrecks of fourteen ironclads and wooden vessels sunk during the civil war, and their removal was of benefit to commerce."

In 1878 the jetties were projected, for increasing the depth of water across the bar to twenty-one feet, the greatest depth then being eleven and one-half feet, and for this purpose the following appropriations have been made by Congress:

1878—18th June	$200,000.00
1879—3d March	200,000.00
1880—14th June	170,000.00
1881—3d March	175,000.00
1882—2d August	300,000.00
	$1,045,000.00

For small jetty work on Sullivan's Island $5,000 was specially appropriated on 14th June, 1880. These sums exhibit all the outlays at Charleston harbor, as far as I can ascertain, and will be convenient for reference hereafter.

NOTED EVENTS IN THE CENTURY.

1791. WASHINGTON'S VISIT.—The most prominent social event in the annals of Charleston is the visit of President Washington on 2d May, 1791. From an old newspaper cutting I am able to give the proceedings of the City Council in anticipation of his coming:

"WEDNESDAY, 27th April, 1791.—The Hon. Arnoldus Vanderhorst, Intendant; Col. Mitchell, Mr. Morris, Mr. Corbett, Dr. Harris and Mr. Marshall, Committee to make the necessary arrangements for the reception and entertainment of George Washington, Esq., President of the United States, on his arrival in the City of Charleston, reported, and the said report being read, Ordered, That the said report be taken into consideration immediately, and the same being again read, was agreed to, as follows, viz: The Intendant and Committee appointed to make the necessary arrangements for the reception and entertainment of George Washington, Esq., President of the United States, on his arrival in Charleston, recommend that the house of Thos. Heyward, Esq., in Church Street, at present in the occupation of Mrs. Rebecca Jamieson, be taken for the use of the President during his residence in this city, together with the furniture, for which the sum of £60 be paid, it being the lowest rate at which the said house can be procured. They recommend Mrs. Frances Ramadge for House-keeper, and Margaret Daniel, with other necessary servants for the house, to be paid by the Corporation. Major Peter Bocquet having offered his Barge and Mr. Paul Pritchard agrees to lengthen and put it in thorough repair, gratis, for the purpose of conveying the President of the United States from Haddrel's Point or Hobcau Ferry to the city. Capt. Cochran and twelve other masters of American vessels, viz: Jacob Milligan, Geo. Cross, Charles Crawley, John Connely, Henry Laurence, Thos. Kean, Jeremh. Dickenson, Luke Swain, Thos. Blundel, Wm. Conyers, James Rea, John Drinker, to be handsomely dressed at their own expense, will serve as a volunteer crew.

The Committee advise that their offers be accepted, and that the Recorder in his Robes be directed to attend and present the Barge in the name of the Corporation, to the President at Haddrel's Point, for his accommodation and conveyance to the city; they also advise that the Custom House Barge and the Fort boat be procured to assist in bringing over any gentlemen who may accompany the President, and that a temporary pair of stairs be placed at such wharf as may be appointed for his landing.

The Intendant and Committee recommend that a Dinner be given to the President, and such other gentlemen as the Council shall think proper to invite. Mr. Williams of the Coffee House, having made proposals to provide a good Dinner, for six shillings for each person, with a handsome Desert; the best Madeira wine for 5s. per bottle, and other Liquors as usual, but that he cannot find Tables, Seats and Sconces or Candlesticks; it is recommended that his

proposals be accepted, and that the Exchange be suitably fitted up with Tables, Chairs, Benches, Sconces and Awnings.

It is further recommended that the City Hall be put into proper order, for the purpose of giving a Ball to the President, and the Ladies of the city, with such gentlemen as the Council shall think proper to invite, and that a genteel Supper be provided on the occasion.

The Intendant and Committee further recommend, that a proper stock of liquors, groceries, and provisions, be laid in for the use of the President and his suite, while in the city, and that his horses be properly provided with stables, hay, corn and oats.

They further recommend, that the Bells of St. Michael's Church be put in repair, and proper persons employed for the purpose of ringing a Peal, on the approaching joyous occasion, to be paid by the Corporation.

As a mark of distinction to the Intendant and Wardens, it is recommended that handsome black varnished Wands three-quarters of an inch diameter, and six feet long, be provided. The Intendant's Wand to have a gold head, and the Wardens silver heads, with the cypher C. C. L. on each to be used on this and other public occasions.*

Lastly, they recommend, that the expenses which may be incurred in carrying the foregoing or any other necessary arrangements into execution, may be defrayed by the Corporation."

The President had journeyed by land, stopping at Georgetown, S. C., and arrived opposite the city at what is now Mt. Pleasant, on the day named. A committee consisting of the Hon. John Bee Holmes, Recorder, in his official robes, General C. C. Pinckney, and Edward Rutledge, Esq., had crossed the river to meet him, and accompanied him in a barge rowed by the twelve American captains of vessels then in port, above named, and commanded by Captain Cochran. A flotilla of boats of all sizes and kinds, filled with ladies and gentlemen, and two bands of music, attended him over. As he approached the town a salute of artillery was fired.

"MONDAY, 2d May, 1791.—The preparations in the city were begun by the assembling of the City Council. Present: His Honor, the Intendant, Mr. Morris, Col. Mitchell, Mr. Corbett, Mr. Beckman, Capt. North, Mr. Cripps, Mr. Lee, Mr. Cole, Mr. Brownlee, Dr. Poyas, Dr. Harris, Mr. Robertson.

The Council being met, proceeded with their officers to Prioleau's Wharf,† the place appointed for the landing of the President of the United States; where, after staying some time, the President landed from on board of the city

* These Wands remained in use up to 1861. † Foot of Queen Street.

barge, with the Recorder in his Robes, who had been previously sent to Haddrel's Point to receive him there and to offer him the use of the barge. On his landing, the President was met by Gov. Charles Pinckney, Lieut.-Gov. Isaac Holmes, Intendant Vanderhorst, the gentlemen of the City Council and the State Society of the Cincinnati. His Honor, the Intendant, addressed him as follows:

The Intendant and Wardens beg leave, sir, to welcome you to this city. It will be their care to make your stay agreeable—they have provided accommodations for yourself and suite, to which they will be happy to conduct you.

The President replied that he was ready to attend them, and would follow.

The Corporation then returned to the Exchange in the following order:

City Sheriff (with mace).
Messenger and Marshal.
Treasurer and Clerk.
Recorder.
Wardens with their Wands (two and two).
The Intendant.
President and Suite.

After remaining some time at the Exchange, the Corporation and their officers were individually introduced to the President, and the order of procession being reversed, they proceeded on to Major Heyward's house, in Church Street, which had been previously hired from Mrs. Jamieson, for his reception, from which the City Council retired to the Council Chamber, where an address to the President from the Corporation, which had been previously prepared, was read and agreed to

Ordered, That the Recorder do wait on the President of the United States, to know when he would be pleased to receive the Corporation, with their address.

The Recorder being returned, informed the Council that the President would receive the City address to-morrow afternoon, at 3 o'clock."

"Tuesday, 3d May, 1791.—The Council met according to adjournment, and proceeded to the President's house, in the same order they had done before. His Honor the Intendant then presented the address to the President, which is in the words following, viz:

To the President of the United States:

Sir—The Intendant and Wardens, representing the citizens of Charleston, find themselves particularly gratified by your arrival in the Metropolis of the State. It is an event, the expectation of which they have for some time with great pleasure indulged. When in the person of the Supreme Magistrate of the United States, they recognize the Father of the People, and the defender of the liberties of America, they feel a particular satisfaction in declaring their firm persuasion that they speak the language of their constituents, in asserting, that no body of men throughout this extensive continent can exceed them in attachment to his public character, or in revering his private virtues. And they do

not hesitate in anticipating those blessings which must ultimately be diffused amongst the inhabitants of these States from his exertions for their general welfare, aided by those in whom they have also vested a share of their confidence.

Go on, sir, as you have done. Continue to possess as well as deserve the love and esteem of all your fellow-citizens: while millions in other parts of the globe, though strangers to your person, shall venerate your name. May you long be spared to receive those marks of respect which you so entirely merit from a grateful people; and may all who live under your auspices continue to experience that freedom and happiness, which is so universally acknowledged to have proceeded from your wide, judicious and prudent administration.

ARNOLDUS VANDERHORST, *Intendant.*

To which the President returned the following answer:

To the Intendant and Wardens, representatives of the citizens of Charleston:

GENTLEMEN—The gratification you are pleased to express at my arrival in your Metropolis, is replied to with sincerity, in a grateful acknowledgment of the pleasing sensations which your affectionate urbanity has excited.

Highly sensible of your attachment and favorable opinions, I entreat you to be persuaded of the lasting gratitude which they impress, and of the cordial regard with which they are returned.

It is the peculiar boast of our country that her happiness is alone dependent on the collective wisdom and virtue of her citizens, and rests not on the exertions of any individual. Whilst a just sense is entertained of their natural and political advantages, we cannot fail to improve them, and with the progress of our national importance, to combine the freedom and felicity of individuals. I shall be particularly gratified in observing the happy influence of public measures on the prosperity of your city, which is so much entitled to the regard and esteem of the American Union.

GEORGE WASHINGTON.

And then the Council retired to the Council Chamber, and adjourned *sine die*."

As previously arranged by the Charleston Chamber of Commerce, the following address of the merchants of Charleston was presented on Wednesday, 3d May:

To the President of the United States:

SIR—The Merchants of Charleston, entertaining a just sense of the high Honor conferred on the City by your Presence, take the earliest opportunity of congratulating you on your arrival.

The obligations which are due to you by every Member of the Republic, are acknowledged by all;—to enter into a detail of them, would be to produce the history of your life, and to repeat what is re-echoed from one end of the Continent to the other. Were it possible, Sir, for your Fellow-Citizens to omit doing Justice to your Merits, the Testimony of other Nations would evince their neglect, or ingratitude;—the whole world concurring in the same opinion of you.

Convinced as we are of your constant Solicitude for the general Welfare;—it must afford you particular Satisfaction to find the progressive Effects of the

Federal Government in this State; and that the Inhabitants are fast emerging from the heavy Calamities, to which they were subjected by the late War.

Sensible of the numerous Blessings our Country has derived from your Wise and judicious Administration, we feel animated with the most lively Sentiments of Gratitude towards you: Suffer us then, on the present Occasion, to represent to you the affectionate Sensibility with which we are impressed, by assuring you that we yield to *none* in sincere Respect and attachment to your Person;—and, we earnestly implore the Almighty Father of the Universe, long to preserve a life, so valuable and dear to the People over whom you preside.

In behalf of the Merchants of Charleston.

EDWARD DARRELL, *Chairman.*

CHARLESTON, 3d May, 1791.

To the Merchants of Charleston:

GENTLEMEN—Your congratulations on my arrival in South Carolina, enhanced by the affectionate manner in which they are offered, are received with the most grateful sensibility.

Flattered by the favorable sentiments you express of my endeavors to be useful to our country, I desire to assure you of my constant solicitude for its welfare and of my particular satisfaction in observing the advantages which accrue to the highly deserving citizens of this State from the operations of the general government.

I am not less indebted to your expressions of personal attachment and respect—they receive my best thanks, and induce my most sincere wishes for your professional prosperity and your individual happiness.

GEORGE WASHINGTON.

The President spent a week in Charleston, and there was a series of balls, dinners, breakfasts and other entertainments, and every attention that hospitality, public and private, could devise was shown him. One of the handsomest entertainments given in his honor was a splendid concert and ball at the Exchange, on which occasion the ladies wore bandeaus of white ribbon interwoven in their hair, with Washington's portrait and the words "long live the President" painted on them. The late Mr. Charles Fraser says: "Every hand that could hold a pencil, professional or amateur, was enlisted to furnish them."

"SATURDAY, 7th May, 1791.—Present—His Honor the Intendant, Colonel Mitchell, Mr. Morris, Mr. Corbett, Mr. Beckman, Doct. Harris, Captain North, Mr. Cripps, Doct. Poyas, Mr. Lee, Mr. Robertson, Mr. Cole, Mr. Brownlee.

Read the Journals of the 27th ulto. and of the 2d and 3d insts.

On motion,

Resolved unanimously, That his Honor the Intendant, in behalf of the City

Council and their constituents, be desired to request of Geo. Washington, Esq., President of the United States, that he will be pleased, when it is convenient to him, to permit his portrait to be taken by Colonel Trumbull, in order that it may be placed in the City Hall, as the most lasting testimony of their attachment to his person, to commemorate his arrival in the metropolis of this State, and to hand down to posterity the remembrance of the man to whom they are so much indebted for the blessings of peace, liberty and independence.

And then the Council adjourned till to-morrow morning, half-past 9 o'clock, to meet at the Intendant's house."

This valuable portrait is still preserved in the Council Chamber.

At a meeting of the Vestry and Church-wardens of St. Philip's Church, 3d May, 1791,

"*Resolved*, That the President of the United States be invited to service in St. Philip's Church, and the Church-wardens do inform him that a pew is ready for his accommodation on Sunday next, or on any other day that he may think proper."

"SUNDAY, 8th May, 1791.—The Council met at the Honorable the Intendant's house, agreeable to adjournment, and proceeded from thence to the President's, from whence they went in their usual order of procession, and accompanied the President to St. Philip's Church. After divine service, they returned in the same order.

And then the Council adjourned till half-past 2 o'clock this afternoon.

Half-past 2 o'clock P. M.—The Council met agreeably to adjournment, and accompanied the President to St. Michael's Church. After divine service, they proceeded to the Honorable General Moultrie's, where the Council adjourned till 5 o'clock to-morrow morning, to meet at Boundary Street.

BOUNDARY STREET, Monday, 9th May, 1791.—The Council met according to adjournment.

The President, who set out from the city for Savannah, in Georgia, escorted by a number of gentlemen, soon came up, where the President was addressed by his Honor the Intendent, as follows:

SIR—The Intendant and Wardens, in behalf of themselves and their constituents, beg leave to offer you their unfeigned thanks for the visit with which you have honored this city, and they are hopeful it will not be the last. They sincerely wish you a pleasant tour and happy return to your mansion; and may health, that grateful of all temporal blessings, attend you.

To which the President was pleased to reply:

SIR—I beg you will accept and offer my best thanks to the Corporation and the citizens of Charleston for their very polite attentions to me. Should it ever

be in my power, be assured it will give me pleasure to visit this very respectable city.

The President then took his leave of the Corporation.

His Honor the Intendant informed the Council that he had applied to the President to request that he would be pleased to sit for his picture, to which he readily assented; in consequence of which he had written to Colonel Trumbull, the artist, on the subject.

And then the Council adjourned *sine die.*"

1792. CITIZEN GENET.—In marked contrast with the formal and distinguished reception and entertainment of the President a short year previously, is the arrival of Citizen Genet from France and his stay in our city.

The French Revolution, of course, produced great excitement among the French element in Charleston, augmented by the open sympathy of the general community, who remembered the alliance of France in the war for independence. The tri-colored cockade was among very many a badge of honor, and "Ca'ira" and the "Marseillaise" hymn the most popular airs; "Vive la Republique Française" the universal shout, and the flags of France and the United States, waved together on all public occasions.

In the midst of this excited condition of affairs "Citoyen Genet," as he was called, landed in Charleston on the 9th April, en route for Philadelphia, as the French Minister, at the American Capital. He was enthusiastically welcomed, and encouraged by these demonstrations of popular feeling, Genet thought he could easily persuade the American people to embark in the cause of France, notwithstanding President Washington's Proclamation of Neutrality recently issued—despite which he commissioned and fitted out privateers from Charleston to cruise against vessels of nations then at peace with the United States, and projected hostile expeditions against Florida and Louisiana, then Colonies of Spain. Privateersmen paraded the streets of Charleston with long sabres at their sides, and assumed quite an ascendency in our community, and also had a rendezvous opened in Charleston for volunteers, which the Governor of the State had to order closed in 1793. On the

14th of July in that year, the anniversary of the destruction of the Bastille, there was a grand civic pageant, and so great was the public enthusiasm that St. Michael's bells were chimed and a salute fired by the artillery. These public demonstrations were participated in by the most prominent officials and citizens, on one occasion including the Governor of the State, Chief Justice, Judges, Chancellors, etc. President Washington finally had Minister Genet recalled, and the excitement subsided.

1798. SLOOP-OF-WAR JOHN ADAMS.—The European complications of this period produced deep feeling in Charleston. On the 7th May, 1798, a public meeting was held in St. Michael's Church. Resolutions expressing regret at the alienation of the French Republic from the United States, and the determination of the citizens to uphold the United States and assist by voluntary contributions in strengthening the sea coast fortifications, were then voted unanimously. The amount of $2,250 was raised on the adjournment of the meeting.

It became necessary that the Federal Union should have war ships afloat; without means fully sufficient to this end, the government invited offers for a limited number of ships, to be paid for in United States six per cent. stock, and offered to accept volunteer ships. When the news reached Charleston, a meeting was called on 3d July, 1798, and a committee appointed to raise money by subscription among the citizens, and on the 11th August succeeding one hundred thousand dollars had been secured in cash. There was a meeting of citizens in St. Michael's Church to tender to the President on loan, according to terms prescribed by Act of Congress, a vessel of war of not less than 550 tons, to carry twenty-four guns on main deck, of not less calibre than nine-pounders; this sum was raised previous to the meeting.

This was the origin of the building of the sloop-of-war *John Adams*. The work was undertaken by Mr. Paul Pritchard at his shipyard on Cooper River; Mr. James Marsh, Sr., the father of our venerable townsman, James Marsh, was

foreman of the work. The keel was laid in November of that year, and she was launched on 5th June, 1799. This incident is mentioned to show the public spirit of this community, their devotion to the Federal Union, and as well to exhibit the mechanical skill to design and build a vessel of war at a critical time, and the readiness with which the large sum of money required was supplied by the citizens. From the Navy Department I have a number of interesting letters from the Hon. Benj. Stoddard, then Secretary of the Navy, addressed to the committee of citizens, showing the urgent need for the ship, and acknowledging the extraordinary efforts made for her completion, but I have no space for them here.

1807-12. THE EMBARGO AND THE WAR.—President Jefferson's administration covers an eventful period in the life of our city. The French government, jealous of the growing commercial importance of the United States, had in 1798 issued a decree forbidding the entrance into any French port of any vessel which in any previous voyage may have touched at an English port, and declaring good prize all vessels having merchandise on board, the production or manufacture of England and her Colonies, whoever the owners of the merchandise might be. This was regarded as being little short of a declaration of war, and authority was given to the American navy to sieze vessels under the French flag which had committed encroachments upon American commerce; commercial intercourse between France and the United States was suspended, treaties were declared to be no longer binding upon the latter, and letters of marque and reprisal were authorized. It was in the midst of these stirring events that our merchants and mechanics built the sloop-of-war "*John Adams.*" In 1807 came the "English orders in Council," the "Milan decree of Napoleon," and followed by the "Non-intercourse policy of President Jefferson." When it is recalled that "the transfer of flour and grain from the Southern States to the Northern and Eastern ports was interdicted," and that "the Northern

fisheries were ordered abandoned," we get a glimpse of the general ruin of the times. The encounter between the *Leopard* and *Chesapeake* near the Capes of Virginia, in June, 1807, fired the war feeling of the country, and it is not surprising that the historian of that period should say that the excitement was only equalled by that which followed the battles of Lexington and Fort Moultrie. On the 18th June, 1812, after an embargo of sixty days, the United States government declared war against England, and in December, 1813, Congress passed further restrictive measures, which added greatly to the suffering already existing, and increased the complaints of the people; it was so severe as to "interdict the coasting trade between ports in the same State, and the fishing business in small craft near the coast." Despite the burdens so imposed, the merchants and people of Charleston met these disastrous times without complaint, and with unequalled fortitude.

The following quotations will show how the same difficulties were met with elsewhere:

"New England was bitterly opposed to the embargo, and opposed to the war even to the verge of unpatriotic selfishness. Smuggling became common, and was engaged in by wealthy and respectable men. In this way Boston became a most important centre of trade, and in fact almost the sole source of supply of certain classes of foreign goods that could not be *legally* admitted into the country at all."

"The Federalists found willing listeners when they pointed out to a people naturally brave and ready to fight, that the injuries inflicted by England were trifling in comparison with the total destruction of trade caused by their own government."

Resistance to the embargo began to crop out on all sides, and finally the Legislature of Massachusetts passed resolutions denouncing the embargo and questioning its constitutionality. "John Quincy Adams thought treason and *secession** were afoot in Boston."

* A withdrawal or separation, from *secedere*, to go aside. There was a body of seceders from the Established Church in Scotland, 1733; and the first men-

1819. MONROE'S VISIT.—Soon after his inauguration, James Monroe, fifth President of the United States, visited the Southern States to inspect the coast defences and to acquaint himself with the people. His popularity caused him to be received with civic processions, military escorts, and throngs of admiring citizens. He arrived in Charleston on Monday, 26th April, 1819, and remained for a week. He spent the night previous to his arrival at the mansion of Jacob Bond I'On, Esq., in Christ Church Parish, in company with Mr. Calhoun, Secretary of War, his lady and family; Major-General Thomas Pinckney, Mr. Gouveneur, his private Secretary, and Lieutenant Monroe, his nephew. The party left Mr. Bond I'On's on Monday morning, after breakfasting, and were escorted by Captain Toomer's Cavalry to Gordon & Spring's (since Clement's) Ferry, about five miles from the town. Here they embarked on an elegant barge, prepared by the City Corporation for their transportation, manned by twenty-one members of the Marine Society, and steered by their President, Captain Thos. H. Jervey. The *style* of the affair is described as "very superior" and "much to the gratification of the President, who was pleased to pass a very handsome compliment upon the barge and her patriotic crew." On landing they were received by a military escort under Captain Payne, and by hundreds of citizens on horseback, whose eagerness to behold their chief magistrate carried them in attendance. Soon after leaving the ferry the party was met by Governor Geddes and his entire suite. At the lines had been posted a regiment of artillery and the infantry companies under General Rutledge. The artillery hailed the President with a Federal salute, after which he reviewed the troops. A "*feu de joie*" was then fired by the infantry and a second salute by the artillery.

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tion of the word in the United States was in New England about three-quarters of a century after. The word has a different meaning, however, according to the degree of latitude in which it is used. In one place it is thought highly patriotic, in another very wicked.

"Strange such a difference there should be
B'twixt tweedle-dum and tweedle-dee."

Intendant Daniel Stevens and the Wardens of the city occupied the intersection of Meeting and Boundary Streets, while the officers of the Cincinnati, Revolution and Seventy-six Societies, the National Societies, and an immense concourse of citizens, lined both sides of Meeting Street for a considerable distance into the city. The President and his attendants preceded by the civil authorities, passed through the admiring throng of citizens, who welcomed him with three hearty cheers. The whole population, it is related, seemed to be present, and emulous to honor the President. The procession halted at St. Andrew's Hall, in Broad Street, where the best taste of the city had "arranged things" for the distinguished guests.

On Monday the President dined with the Governor. The forenoon of Tuesday was devoted to receiving the Intendant and the City Council and the Society of the Cincinnati. Appropriate and affectionate addresses were delivered on the part of the citizens and replied to in the same terms by the President. At four o'clock in the afternoon the city authorities and many citizens assembled at the South Carolina Hall, where they were joined by President Monroe, Mr. Calhoun, Gen'ls Thos. Pinckney and Gaines, the Governor and Lieutenant-Governor, the Presidents of the Charitable Societies and the Foreign Consuls, all of whom proceeded to the City Hall, and there dined in becoming style. Intendant Stevens presided, supported by Wm. Drayton, Thos. Bennett, Thos. Lee, K. L. Simons and T. W. Bacot, Esqs.

On Wednesday the President dined with the Cincinnati Society after visiting the library and other places of public interest in the morning, and attended the theatre in the evening. Thursday he visited the forts in the harbor, receiving a Federal salute of twenty-one guns upon arriving at each; partook of a spread at Fort Johnson, and returned to the city at five o'clock in the afternoon. In the evening fire-works were attended at the Orphan House grounds. Friday he visited the lines and breakfasted at the villa of J. R. Poinsett, Esq., in Cannonsborough. Saturday was spent in receiving

the different incorporated societies, dining one hundred and fifty guests at his residence and attending a grand concert and ball at the South Carolina Hall, given in his honor by the St. Cecilia Society. Sunday he attended divine service at St. Philip's and the First Presbyterian Churches—the Rev. Dr. Gadsden officiating at the former and the Rev. Mr. Reid at the latter.

On Monday, 3d May, he bade adieu to the city. The military escorted him to the Charleston Bridge Ferry, where he reviewed the troops, and declined a further escort. The artillery discharged a farewell salute, and the citizens repeatedly cheered him as he departed.

At his first election Monroe received one hundred and eighty-three and Rufus King thirty-four votes. At his second election, but one electoral vote was given against him for J. Q. Adams. No one but Washington was ever re-elected to the highest office in the land with so near an approach to unanimity.

A full length portrait of President Monroe, painted by S. F. B. Morse under resolution of Council adopted in March, 1819, to commemorate his visit, still adorns our present Council Chamber.

1825. LAFAYETTE'S VISIT.—On Monday, 14th March, 1825, Gen. Lafayette visited Charleston, on a tour through the Southern and Western States. He had passed through the city forty-eight years previously, in company with the Baron DeKalb, when as a youth of twenty he landed in Carolina to espouse the cause of the American Colonies, and to hazard his life in defence of their rights. He now came as the guest of the American people, in response to the unanimous request of Congress.

His return, therefore, to our city, at a time when our people were peacefully enjoying the civil and political liberties secured to them by the very rights for which he so ably contended, gave rise to a genuine enthusiasm and a feeling of profound gratitude. Every preparation was made to welcome him in a becoming manner. Cavalry was dispatched

to meet him at Clement's Ferry on his crossing, and escort him to the upper lines of the city; here he was received on the Meeting Street Road, above Payne's farm, by a special guard of honor consisting of the Washington Light Infantry, Capt. W. H. Miller, and the Fusilier Française, Capt. A. Follin—Capt. Miller giving all orders in French; a national salute was fired by a battery of artillery. He entered the city in an open carriage containing His Excellency Gov. Manning and his old friend Col. Francis K. Huger. In the procession was the Cincinnati Society, among whom were the two Gen'ls Pinckney with the surviving officers and soldiers of the revolution, the numerous societies of the city, comprising the clergy, the benevolent and patriotic, the medical, scientific and literary institutions, the students of the college, the seminary, and the children of the private and free schools and of the Orphan House—all joined in to swell the grand pageantry in honor of the "illustrious visitor."

The procession was met at the City Hall by Samuel Prioleau, Esq., Intendant of the city, and the City Council. The former delivered an address expressive of the joyful emotions inspired by the presence of the distinguished guest, and of the tribute of gratitude the people desired to pay to his virtues. The General responded in earnest terms, and the procession was resumed through East Bay by South Bay, up Meeting Street and to St. Andrew's Hall, the residence appropriated for him by the city authorities. Here he received the citizens and the military; in the afternoon he presented to the Seventeenth Regiment, which had been formed opposite the residence, a standard prepared by the field officers; in the evening he visited the theatre, which was thronged with citizens to behold the "guest of the union."

On Tuesday he received the salutations of the reverend clergy, the officers of the militia, judges and gentlemen of the bar and many citizens; after which he visited Gen'ls Chas. C. and Thos. Pinckney, Mrs. Shaw, the daughter of Gen. Greene, and Mrs. Washington, relict of the late Gen.

Wm. Washington. He then attended a public dinner at the City Hall given in compliment to him by Council, and afterwards a grand display of fire-works at the Orphan House enclosure.

On Wednesday he received at his residence the faculty and students of the philosophical and classical seminary, with Rt. Rev. Bishop England at their head, also the South Carolina Encampment of Knights Templars, dined with the Cincinnati Society, and attended a grand ball at the theatre in the evening.

On Thursday he left the city at 12 M. Thousands thronged the streets, the military were formed opposite to his residence and escorted him to Fitzsimmons' Wharf, where he embarked for Savannah, intending to stop at Edisto and Beaufort. A salute of twenty-four guns was fired by the artillery, and he received a national salute from Fort Moultrie.

Every evidence of appreciation that a sensitive people could display, our citizens manifested for Gen. Lafayette during his stay here, and the late Charles Fraser painted a beautiful miniature portrait of him for the City Council, which is still preserved in the Council Chamber.

1832. NULLIFICATION.—In 1832–33, the exciting political issue of Nullification culminated. Prior to the year 1816, the duties imposed by the Federal government upon foreign imports had only been such as were necessary for a revenue to discharge the legitimate expenses of government. About 1816, however, a system for protecting Northern manufactures appeared in the Federal legislation, was propagated by various Acts from 1820 to 1828, and under the Act of 1832 (to take effect *after* the discharge of the public debt) became clearly the "Settled Policy" of one section of the country.

Starting with seven and one-half per cent. in 1790, the duties rose to twenty-five per cent. in 1816, forty per cent. in 1824, and fifty, sixty and one hundred per cent. from 1828 to 1832.

On 24th November, 1832, the people of the State, assembled in convention at Columbia, declared and ordained "that the several Acts and parts of Acts of the Congress of the United States purporting to be laws for the imposing of duties and imposts on the importation of foreign commodities, are unauthorized by the Constitution of the United States, and violate the true meaning and intent thereof, and are null and void and no law, nor binding upon this State, its officers or citizens," &c.

At this distance in time from that eventful period in the history of this city and State, when following close the discussion of the tariff came the consequences of that discussion, in the highly wrought feelings which were produced; it is well to consider the moral which it commends.

Our State and our city were in the highest degree prosperous. Seldom had the material condition of any people been more calculated to make them satisfied. The aggression, as the imposition of duties was termed, on the rights of the cotton-growing States, in so small a degree affected their prosperity, that it only became oppressive when rhetorically explained. Yet, as the discussion of the oppression, so called proceeded, there came naturally the question of the remedy proper to relieve it; and "Nullification, the rightful remedy," became the absorbing topic with those who advocated and those who denounced it. It involved, as now considered apart from the temper of that time, the paradox of a State being at one and the same time in and out of the Union; a contradiction in itself, warmly insisted on by those who denounced it, quite as warmly denied by those who maintained it as rightful. But no one who remembers aught of that eventful period would wish to see again enacted the scenes that marked it. Never in any time, not even in the progress of the Revolution of 1776, when the sternest passions of men were aroused, did the intensity of feeling exceed that which prevailed during the discussion of the right of the State to nullify within its limits the operation of a law which it declared to be unconstitutional. The division it produced affected all classes

and conditions. The high in place and power, and those who were not so favored, alike differed and divided. The ties of blood could not prevail against the storm of passion, and they who should "dwell together in amity," were arrayed against each other. The bonds which held men together in a religious communion were fearfully strained, and even the ministers of religion, the "heralds of peace," were swept away by the torrent as it rolled on in its overwhelming course, and were found in the one or the other of the hosts marshalled under the banners on which were inscribed the texts of the political faith they professed. Happily, as events have proved, however differently considered at that time, the spirit and determination of our own people were confronted by a spirit and determination quite as strong, on his part who then had to speak and act for the government of the United States; the issue of force seemed inevitable, when, happily, as then considered, as it is now and ever will be, the commanding influence of the men who were then in the Congress of the United States, under the promptings of a patriotism which embraced the whole country—the North, the South, the East, the West—and respected the honesty of conviction which had produced the difficulty of the situation, bravely interposed and secured the passage of the "compromise," as the legislation was termed, by which peace was once again given to all portions of the Union. That peace was an honest peace; there was not in it guile or falsehood. And this was so well shown when Clay and Webster and Calhoun, and others only second to them, counselled together to avert the impending storm. Seldom in all history is there a picture so impressive as is that when Clay flung himself between the combatants, and with the olive branch in his hands beat down the swords crossed for combat. And of a different style is that other picture, alike impressive, when Webster, as chief mourner, brought back to this State and in this city to be deposited, the remains of its most honored son, and his most formidable rival in the Senate House.

And to its great credit be it said, in the State and among

its own people there was manifested the same honesty in the acceptance of the compromise as that which ended their differences. And this was seen when to one* whose capacity and integrity had been acknowledged by his high judicial position, and whose decision had been adverse to the opinion of the majority of the people, by an unanimous vote the State gave him the place of its chief magistrate, as Governor of the State. To another,† equally conspicuous on the same side, it gave him a place in the Senate of the State, and afterwards in the Senate of the United States. More than all, with the generosity which is ever the attribute of true manhood, it sent to him‡ whom it had boldy opposed in the Ordinance of Nullification, and whose superior power it defied, when that controversy was over, the expression of its approbation of his conduct in the trying exigencies of the defence of New Orleans. While he not less generous or unmindful of the State in which he was born, looking upon the silver vase which the ladies of this State had presented to him because of his victory at New Orleans, suggestive at once of his native State and of his high military renown, in the absorbing love of his country, directed in his will that this testimonial should be given to that citizen of this State who was "the most valiant in defence of his country." And the legacy was accepted by the gallant soldier appointed to receive it in behalf of the State, as a memento "of the affection and veneration of the fair ladies of his native State for the grand old hero."

The result of these peace measures was that Congress greatly ameliorated the tariff, established a system of *ad valorem* duties, and abandoned the specific duties and minimums, and distinctly recognized two great principles then being contended for, namely: first, that duties were to be eventually brought down to the revenue standard; and, secondly, that no more money should be raised than was necessary for the economical administration of the government.

The evil having been remedied, to the extent mentioned

*Chancellor David Johnson. †Judge Daniel Elliott Huger. ‡General Andrew Jackson

above, the people of South Carolina, on 15th March, 1833, in convention assembled, ordained and declared that the ordinance adopted by them on 24th November, 1832, nullifying the tariff Acts of Congress, would henceforth be deemed and held to have no force or effect.

1846. THE MEXICAN WAR.—Growing out of the annexation of Texas there were disputes with Mexico as to boundaries, and in the spring of 1846 a slight collision occurred on the Rio Grande between General Taylor's army and the Mexicans under General Arista. In May, war was declared, $10,000,000 appropriated, and 50,000 volunteers called for for twelve months service. General Quitman says: "The State of South Carolina, although remote from the theatre of war; although not disturbed by the reckless spirit of adventure which forms so distinguishing a trait of character in the pioneer population of new States, yet was thoroughly imbued with the military spirit of a free people." Desirous of emulating the chivalry of their sires, her sons demanded a place in the volunteer line for their own Palmetto flag. They were accepted and received into the service of the United States some time in the fall of 1846 under an Act authorizing the President to call for twelve months' volunteers, but shortly afterwards the government changed its policy, and determined not to receive volunteers for a shorter time than during the war. Influenced by patriotism and by a high sense of State and personal honor, the regiment, officers and men, consented to the change of engagement, and in December were regularly mustered into the service "during the war." One of the first, if not the very first response, was the CHARLESTON COMPANY, originating at the suggestion of Mr. Lewis F. Robertson; a meeting was called at the residence of Wm. Blanding, Esq., in Logan Street, about forty persons attended, and at a subsequent meeting at Masonic Hall a company was organized with Wm. Blanding as captain, A. M. Manigault as first lieutenant, L. F. Robertson as second, and Ralph Bell as junior second lieutenant. The City Council of Charleston provided an

outfit of clothing, &c., and the company entered the regiment in proper condition for active service, and the value of this excellent clothing was proved on the severe campaign in Mexico. The following was the roll of "Company F," at Vera Cruz, March, 1847, which is reproduced here to hand down to posterity the names of the gallant men who represented our city in the Palmetto Regiment:

Captain, William Blanding.*
First Lieutenant, A. M. Manigault.*
Second Lieutenant, L. F. Robertson.*
Third Lieutenant, Ralph Bell.
First Sergeant, Jno. D. Walker.
Second Sergeant, Chas. V. Barbot.
Third Sergeant, Horatio M. Ripley.
Fourth Sergeant, Jno. M. Easterby.*
First Corporal, Wm. L. Wilkie.
Second Corporal, Thos. B. Merritt.
Third Corporal, Jno. N. Hicks.
Fourth Corporal, James F. Quinn.*
Musician, J. C. Parker.
Musician, Benj. Miller.
Musician, George Miller.

PRIVATES.

Axson, Samuel E.	Elford, Jarman T.	Mark, Thos.
Alexander, Samuel W.	Fischer, Stephen.	Meyer, Claus.
Anderson, Charles.	Graham, Pat. S.	McKew, Norton.
Braden, Miner L.	Gillison, Wm. D.*	Miott, Jno. R.
Bencke, Henry.	Gilbert, Ephriam M.*	Mowry, Ed. S.*
Beaurschmidt, Henry.	Hernandez, James.	Nix, Francis.
Bouise, Jno.	Hitchfeldt, Rudolph.	Oswald, Wm. J.
Bold, Jno.	Henderson, James M. A.	Pendergrast, Martin.
Bold, Geo. B.	Hamner, Horton W.	Patat, Augustus.
Brannaka, Chas.	Hamner, Harris A.	Parsons, Henry H.
Bode, Jno.	Howard, Chas.	Pinckney, Roger.
Bradey, Andrew J.	Hartman, Michael K.	Purvis, Stephen.
Brymer, Wm.	Hyllested, Waldemar.	Pratt, Chas. H.
Bender, Wm. J.	Hillerhonlagen, Fred.	Rivers, Constant H.*
Carsten, Christopher G.	Hilkin, Ortgis.	Sanders, John J.
Carsten, Henry.	Hargrave, Chas. W.	Smith, James T. L.
Cockran, John.	Jones, Henry W.	Schroder, H.
Corkle, David W.	Kennedy, Thos.	Thayer, T. H., Jr.
Carr, Thos. G.	Koefoed, Bertrand S.	Vannoy, John H.
Cameron, Duncan.*	Leitch, Thos. W.	Valentine, Jacob.*
Campsen, John.	Levy, Orlando R.*	Verdier, Meade W.
Cooper, Micajah E.	McCollum, Jno.	Vangerlist, John.
Dowling, Daniel J.	Maxcy, Levi.	Wienges, Henry W.
Dunlap, Robert.	Martin, Jno.	Weatherby, James.
Dukes, Augustus G.	Mackey, Thos. J.*	Wright, James D.
Duff, Vincent.	Mulkey, Chas.	Wagener, John C.
Dickson, Henry S.	Murken, Henry.	Williams, Joseph.

Total 96.

*Seventeen survivors, as far as ascertained.

On the rolls of the Charleston company were the names of citizens who had been classically educated, professional men, business men of standing, and even men of means and comfortable expectations—in fact there were numbers holding social positions equal to those of the officers who commanded them. Only the highest motives of patriotism and State pride could have stimulated such men to subject themselves voluntarily to the privations, discomforts and toils of war, and to the perils and dangers of the battle-field. From the day of landing at Vera Cruz to the entry into the City of Mexico, there was but one sentiment in the corps—that every man should perish on the field of battle rather than the honor of South Carolina should be tarnished; and they signally maintained the honor and reputation of the State, and "laid on the altar of her renown fresh and brilliant wreaths of fame." In the short period of six months, between the landing at Vera Cruz in March, 1847, and the entrance into the City of Mexico on 14th September, the ninety-six men of the Charleston company had been reduced below forty. The regiment won great renown in all the battles, and Gen. Quitman says "before the smoke had ceased to curl over the heads of the brave victors, the Palmetto flag, the flag of this gallant regiment, was seen floating over the conquered walls—the *first American flag* within the City of Mexico." These facts alone "furnish pages for comment. They stand as lasting monuments which the future historian cannot pass without pausing to meditate on, to admire the record; they entitle the regiment to add to the palm which graces its banner, the motto *Palmam ferat qui meruit.*" The Palmetto Regiment flag, the first to be displayed in the City of Mexico, was presented by the City Council of Charleston. Upon the return of the remnant of the regiment, the City Council arranged for a grand public reception and dinner, and there are still many who recall the enthusiastic and hearty welcome home, given to the gallant survivors. The City Council presented handsome swords to each of the commissioned officers, and to each non-commissioner officer and soldier a silver medal. In size it was

a little less than two and a quarter inches in diameter; on the obverse is the seal of the city, and around the outer border "Presented by the City of Charleston to the Charleston Company of Volunteers in Mexico;" on the reverse is the figure of a soldier displaying the Palmetto flag in the City of Mexico; on the outer border: Vera Cruz—Churubusco—Chapultepec—Garita de Belin.

1850. CALHOUN'S FUNERAL.—The funeral obsequies of Senator John C. Calhoun were conducted in this city with imposing magnificence and impressive solemnity on the 25th and 26th April, 1850. The remains arrived from Washington, where Mr. Calhoun died on 31st March, 1850, escorted by a committee from the United States Senate and House of Representatives, the Sergeant-at-Arms of the Senate, a committee of citizens from Wilmington, N. C., a committee of twenty-five from South Carolina, and a subcommittee of arrangements. Upon arrival, the remains were placed upon a funeral car, drawn by six horses, caparisoned in mourning trappings which trailed the ground, and was escorted, to the sound of muffled drums, to the Citadel Square. Here the body was formally surrendered by the Senate Committee to the Chief Executive of the State, Governor Whitemarsh B. Seabrook, and by him in turn to the Mayor of the city, Hon. T. L. Hutchinson. A funeral cortege was then formed, and proceeded down King Street to Hasell, through Hasell to Meeting, around White Point, up the Bay to Broad Street, thence to the City Hall. Here the body was received by the Mayor and Aldermen, and deposited within a magnificent catafalque, where it lay in state until the next day, under charge of a guard of honor, composed of two hundred citizens. Thousands repaired to the hall to pay their last tribute to the illustrious dead. The next day, 26th April, at early dawn, the bells of the city resumed their toll, business remained suspended, and a civic procession was formed. The remains were removed from the catafalque to St. Philip's Church, which was draped in deepest mourning. An anthem was sung by a full choir,

the burial services read by Bishop Gadsden, and a funeral discourse pronounced by Rev. James W. Miles. The body was then borne by the guard of honor to the Western cemetery of the church and deposited within a structure of masonry, raised above the ground and lined with cedar wood.

Every organized association voluntarily paraded—the civic authorities, the military, the firemen, the masonic and odd-fellows lodges, the benevolent societies—everything that could add to the mournful pageantry of grief had, by its presence, outwardly manifested the inward sorrow of the community.

The funeral cortege was the largest gathering of citizens ever seen in Charleston, occupying over two hours in passing any one point. Every arrangement for moving so large a body of citizens was made and carried out under the thoughtful direction of the Hon. A. G. Magrath, as Chief Marshal, and his assistants, in co-operation with committees of the City Council and citizens. To indicate the extent of the arrangements, I reproduce one feature of it—the names of the

Honorary Guard over the Remains of Mr. Calhoun.

First Watch.	Second Watch.	Third Watch.
Jacob Bond I'On.	J. H. Read, Sr.	J. S. Rhett.
James L. Petigru.	Elias Vanderhorst.	A. G. Rose.
H. L. Pinckney.	R. W. Cogdell.	John Heart.
Judge Gilchrist.	John Rutledge.	Rawlins Lowndes.
Daniel E. Huger, Jr.	Charles Allston.	J. L. Nowell.
Dr. H. Waring.	Dr. B. Huger.	*William Ravenel.
H. W. Conner.	James Ferguson.	William B. Pringle.
John S. Ashe.	Thomas Middleton.	J. B. Campbell.
Maj. Samuel Porcher.	T. Grange Simons, Sr.	Edwin P. Starr.
William J. Grayson.	Dr. John Bellinger.	C. M. Furman.
D. C. Webb.	Dunbar Paul.	W. P. Finley.
William Dubose.	George Kinloch.	W. G. Simms.
William C. Preston.	William C. Dukes.	*H. D. Lesesne.
James Adger.	Hon. Judge Rice.	Dr. James Moultrie.
B. F. Hunt.	M. T. Mendenhall.	Robert Martin.
Wade Hampton.	Edward Blake.	Dr. F. Y. Porcher.
Dr. Jos. Johnson.	H. W. Peronneau.	*James Marsh.
Mitchell King.	Capt. John Bonnell.	William P. Lea, Sr.
Charles Fraser.	*William Kirkwood.	Thomas W. Bacot.
John Fraser.	J. J. McCarter.	James W. Grey.

Fourth Watch.	Fifth Watch.	Sixth Watch.
*G. H. Ingraham.	W. R. Babcock.	*Thomas P. Smith.
*J. R. Pringle.	T. L. Gourdin.	Henry Horlbeck.
Edward B. White.	George M. Coffin.	George W. Cooper.
John Colcock.	A. H. Brown.	*Edward Barnwell, Jr.
*Ralph I. Middleton.	Joshua Lazarus.	Jacob Cohen.
Thomas A. Coffin.	*J. W. Wilkinson.	W. B. S. Horry.
W. H. Inglesby.	P. M. Cohen.	William Bernie.
Samuel G. Barker.	J. Y. Stock.	George W. Brown.
Abraham Tobias.	*William McBurney.	William Lebby.
A. H. Belin.	Arthur Huger.	J. R. Heriot.
R. Q. Pinckney.	*John Cuningham.	John Deas.
Otis Mills.	W. S. King.	E. M. Carey.
Richard Yeadon.	J. M. Caldwell.	William Lucas.
George Robertson.	J. L. Patterson.	*H. P. Walker.
Langdon Bowie.	F. C. Matthiessen.	Thomas L. Wragg.
A. Barbot.	P. H. Tucker.	R. T. Chisolm.
B. F. Porter.	Theodore D. Wagner.	George S. Cameron.
Alexander Gordon.	F. S. Holmes.	J. D. Yates.
S. P. Ripley.	Archibald McKenzie.	D. C. Gibson.
Thomas Farr Capers.	John E. Cay.	J. W. Brown.

Seventh Watch.	Eighth Watch.	Ninth Watch.
Frederick Shaffer.	*Alexander Robertson.	Edward R. Laurens.
John Bickley.	William Mazyck.	*Edward McCrady.
*J. H. Honour.	*John S. Bird.	William Jervey.
James Welsman.	Dr. P. C. Gaillard.	James Lamb.
Charles Parker.	*Dr. O. A. White.	Thomas Milliken.
Dr. A. P. Hayne.	James English.	Jonathan Bryan.
C. B. Northrop.	M. P. Matheson.	Frederick Winthrop.
Robert Aldrich.	*C. Williman.	James Robertson.
W. Y. Paxton.	Wm. Patton.	James Macbeth.
B. F. Scott.	*A. R. Taft.	*S. T. Robinson.
Septimus Sanders.	Joel R. Stephens.	William A. Carson.
B. D. Roper, Jr.	Henry Trescot.	*Dr. T. L. Ogier.
George B. Locke.	George Buist.	Dr. T. G. Prioleau.
F. R. Shackelford.	Edward Harleston.	William Bell.
Joseph Walker.	James Chapman.	*Dr. D. J. C. Cain.
Frederick Richards.	Charles Manigault.	Thomas R. Waring.
Robert Bee.	John Phillips.	R. W. Bacot.
Samuel J. Berger.	*H. A. Middleton.	Dr. Thomas Fayssoux.
W. P. Shingler.	William E. Martin.	
T. C. Mitchell.	C. H. West.	

The twenty-four names designated thus (*) are known to be survivors.

The great "Defender of the Constitution" on this occasion received such offices of respect and veneration as had never before been witnessed in our State.

SLAVERY IN PROVINCE, COLONY AND STATE.

In this connection I desire to record some historical facts relative to the appearance, growth, existence and disappearance of the slave system on this soil. It is now time to look at history and preserve it; without prejudice and with unbiassed judgment. A narrative without motive save to chronicle the past is now possible.

The first contact of Europeans with the Indians was marked by an act of perfidy. In 1520 Valasquez de Ayllon visited the coast of Carolina, at the mouth of the Combahee River, and held communication with the natives; gaining their confidence, they visited his ship in large numbers, and watching the moment when his decks were most crowded, suddenly made sail, carrying two hundred innocent and confiding people into captivity; there being at that early date a slave market at St. Domingo. Thus the seeds of subsequent hostilities were early planted, and in the early history of the Colonies slavery was the result of captivity in war, and many Indians were then made slaves (see Elliott's History of New England) to this custom, which was the heritage of Greece and Rome, and in later European civilization, more brutality was added at times, by the local English governors on their soil, as is apparent from the foling account:*

"During the *Indian* War in *Carolina*, the Honourable *Charles Craven*, Esq., was Governor, who behaved on all occasions, at the Head of the Forces of that Province, against the Indians, with signal good conduct, much personal Bravery and Gallantry, and it was often thought, that if a Man of only ordinary Ability had been Governor, that Province would have been destroyed. As soon as this Gentleman had reduced the Indians, his Affairs calling him to England, he left Major *Daniel* in his stead, before whom an Indian Chief, named *Turkeycock*, of a neighboring nation of Indians, accused twelve of the Cussoes (as I remember they were called) of having held a correspondence with the Che-

*Pamphlet. London: 1731. Pages 87, 88 and 89.

rokees our Enemies in the Time of the late War. The accused People were then at Charles Town, and, at the command of the said Daniel, were sent for, and without being heard, put in Irons, and immediately ordered and sent on board a sloop for *Barbadoes*. The Master of the sloop came to the Governor to excuse himself from taking any charge of those People, who, as he said, were most of them old Men, and such as moved his compassion; that if he were inclinable to sell them at Barbadoes according to the Governor's command, they would not fetch enough to pay their Passage. The Governor still insisted on his carrying them; but the Master being resolved not to have any farther to do with them, desired to know where he should send them: Upon which the Governor said fiercely, *I'll send them;* whereupon he called *Turkeycock*, and bid him take some of his People and kill those Indians on board the sloop; which they did, by cleaving their Skulls with Hatchets, as they sat on the Hatches of the sloop, and threw them overboard. This was done in an English Town, by command of an English Governor; no one who lived at that Time in South Carolina is ignorant of this Fact."

While by some accounts the origin of African slavery in America may be traced to the Spaniards, it is well known that in 1620 a Dutch ship of state landed African slaves at Jamestown, Virginia, and thereby the slave system was introduced into several Colonies, among others particularly in New York, then under Dutch influence, and where the system grew to large proportions; New York eventually becoming a large slave mart. After the fall of the Dutch influence in New York, and the domination of the English, the system increased rather than diminished, both in New York and in other Colonies, the settled policy of Great Britain being profit from the slave trade as a source of revenue, and that as against the expressed wish and laws of most of the Colonies. This is the language of a British statesman of the day:

"To conclude, I am of opinion that this Kingdom gains clear profit by our American Colonies yearly, the sum of

One Million Sterling exclusive of what we get by any Trades for Negroes or dry Goods by the *Spaniards;* and that in and by our Colonies only, we maintain and employ at least Eighteen thousand Seamen and Fishermen."

It was thus the policy of England not to allow the several Colonies to enforce their legal enactments preventing or modifying the introduction of slaves in the British Colonies. In the Constitution of the United States, as it was first drafted by Jefferson, the British Crown and George III was severely denounced for continuance of the slave trade, and this was set forth as the principal cause of grievance of Colonial America.

The following was the British tariff of force in Colonial days (1775):

DUTY ON SLAVES.—Indians imported as slaves, each, £50.

Negroes or Slaves, four feet two inches or more in height, each, £10.

Negroes, under four feet two, and above three feet two inches, each, £5.

Negroes, under four feet two, and above three feet two inches, sucking children excepted, each, £2 10s. Negroes or slaves from any of His Majesty's plantations in America, where such slaves have been for six months or more, unless imported by the owners with design to be employed on their own account, besides the above £10, £5, and £2 10s., each slave, £50.

As an evidence of the feeling against the extension of slavery, beyond the protest from Virginia, there is other remarkable data. The Continental Association evinces the same spirit:

"We his Majesty's most loyal subjects, the delegates of the several Colonies of New Hampshire * * and South Carolina deputed to represent them in a Continental Congress, held in the City of Philadelphia on the *5th day of September, 1774*, avowing our allegiance, &c. * * And therefore we do, for ourselves, and the inhabitants of the several Colonies whom we represent, firmly agree and

associate under the sacred ties of virtue, honor, and love of our country as follows:

* * * * * * *

"II. That we will neither import, nor purchase any slave imported after the first day of December next, after which time, we will wholly discontinue the slave trade, and will neither be concerned in it ourselves, nor will we hire our vessels, nor sell our commodities or manufactures to those who are concerned in it."

In the Council of Safety of South Carolina; letter from Henry Laurens, President, to the Committee at Georgetown, January 10th, 1776:

"Foreign coffee, sugar, and other foreign commodities may undoubtedly be imported and sold in this Colony. Except wine from Madeira and the Western Islands, and *slaves from any place.* See Articles 1 and 2 Continental Association, 1774."

The following extracts from the report of the late Hon. J. Johnstone Petigrew to the Legislature of this State in 1856, states with historical exactness the legislative history of this Colony and State upon this topic:

"In taking leave of this part of the subject, it will not be amiss to review cursorily the legislation of South Carolina, in reference to the question. The British, having wrested the Assiento from the Spaniards, extended greatly their commerce with Africa, and enjoyed until 1776, a monopoly of supplying the Carolina slave market. After the peace of 1783, the New Englanders obtained a participation in its profits. In the early history of the Colony individuals, mostly foreigners, holding high positions under the government, were interested in this traffic, and it flourished greatly, the evil effects of which were soon felt, as will be apparent from the Statutes enacted.

"The A.A. of 1698, for the encouragement of the importation of white servants, after the following preamble: 'Whereas, the great number of negroes which have of late, been imported into this Colony, may endanger the safety thereof, if speedy measures be not taken, and encouragement

given for the importation of white servants'—requires each planter to take one white servant for every six negroes, &c.

"The A.A. of 1712, 'for the more effectual prevention of the spreading of contagious disorders' rests upon the following foundation: 'Whereas, great numbers of the inhabitants of this Province have been destroyed by malignant, contagious diseases, brought here from Africa, and other parts of America, &c.' Among those enumerated, are plague, spotted fever, Sian distemper and Guinea fever.

"The A.A. of 1714, after the following preamble: 'And, whereas, the number of negroes do extremely increase in this Province, and through the afflicting Providence of God, the white persons do not proportionably multiply, by reason whereof the safety of the said Province is greatly endangered, for the prevention of which, for the future, &c., &c.,' imposes an additional duty of £2 upon every slave over twelve years imported 'from any part of Africa.'

"The A.A. of 1716, 'to encourage the importation of white servants into this Province,' after the preamble, 'Whereas, sad experience hath taught us, that the small number of white inhabitants of this Province, is not sufficient to defend the same, even against our Indian enemies; and whereas, the number of slaves is daily increasing in this Province, which may likewise endanger the safety thereof, if speedy care be not taken to encourage the importation of white servants,' requires planters to take one for every ten slaves, &c., &c.

"The A.A. of 1717, after the preamble 'And, whereas, the great importation of negroes rule this Province, in proportion to the white inhabitants of the same, whereby the future safety of this Province will be greatly endangered, for the prevention thereof, &c., &c.,' imposes an additional duty of £40, upon every negro slave, 'of any age or condition, whatsoever, and from any part of the world.'

"The A.A. of 1744, 'for the further preventing the spreading of malignant and contagious disorders' has the following preamble: 'Whereas, it hath been found by experience, that since the importation of negroes and slaves from the

coast of Africa into this Province hath been prohibited, this Province in general, and Charleston in particular, hath been much more healthy than heretofore it hath been, &c., &c.'

"The A.A. of 1740, and the A.A. of 1751, following out the Act of 1716, imposes a tax upon the importation of slaves,' to be devoted to the encouragement of white servants.

"The A.A. of 1764, after the preamble 'Whereas, the importation of negroes equal in number, to what have been imported of late years, may prove of the most dangerous consequence, in many respects to this Province, and the best way to obviate such danger, will be by imposing such additional duty upon them, as may totally prevent the evils,' imposes an additional duty of £100.

"The A.A. of 1787, enacts that no negro or other slave shall be imported under penalty of forfeiture, unless master come in to reside.

"Another A.A. of 1787, both before the adoption of the Federal constitution, enacts 'that any person importing or bringing into this State a negro slave, contrary to the Act to regulate the recovery of debts, and prohibiting the importation of negroes, shall, besides the forfeiture of such negro or slave, be liable to a penalty of £100 in addition to the forfeiture, in and by said Act prescribed.'

"The A.A. of 1788 prohibits the importation of negroes or other slaves, unless at that time the property of citizens of the United States, and within the limits of the United States, under pain of forfeiture and £100.

"The A.A. of 1792, after the preamble 'Whereas, it is deemed inexpedient to increase the number of slaves within the State in our present circumstances and condition,' prohibits the importation of slaves from Africa, the West Indies, or other places beyond seas, for two years.

"By A.A. of 1794 extended to 1797.

"The A.A. of 1796, after the preamble 'Whereas, it appears to be highly impolitic to import negroes from Africa, or other place beyond seas,' prohibits such importation till 1799, under pain of forfeiture of the slave and a fine upon the captains.

"By A.A. of 1798 extended to 1801.

"And by A.A. of 1800 extended to 1803.

"In 1803 all the existing Acts were repealed, and the restriction against importation was confined to South America, the West Indies, and the other States of the Confederacy, unless, in case of the last, a certificate be filed with the Clerk of the Court, 'under the hands of two Magistrates and the seal of the Clerk of the Court of the District where the said negro or negroes have resided for the last twelve months previous to the date of the certificate, that such negro or negroes are persons of good character, and have not been concerned in any insurrection or rebellion.'

"It is apparent from this sketch that the injurious tendency of the importation of barbarism is not an idea originating with Northern abolitionists, and forced upon the reluctant South as a stigma; it was recognized in Carolina as far back as 1714; nor was it then the creature of sickly and maudlin equivocators, who had neither the firmness to give up the institution which they deplored and excused, nor to follow it to its legitimate deductions. There was no hint of abolition, no distrust of slavery; but these sterling citizens had sufficient wisdom to perceive a vast difference between a system of civilized and a system of barbarian slavery. The great historical Carolinians of 1789 and 1791, many of whom were violently opposed to their grant of power to the Federal government, never supposed themselves thereby committed to an approval of the slave trade, nor thought that their condemnation of this latter would be inconsistent with fidelity to the institution itself. They were keenly alive to the necessity of developing it at home, of keeping it free from all foreign impurities. Hence the preambles; hence the prohibition of importation from Africa, or even from sister States, unless with evidence of good character. The restriction against importation from Africa was removed a few years previous to 1808, but this was owing to the impossibility of preventing evasion of our laws through the want of a State navy, and it was thought better to bring them directly from Africa, than receive them through New

York as pretended Americans. That the sentiment of the State underwent no change is proved by the subsequent unanimous vote of her delegation in Congress. It is to the wise statesmanship of these men that is owing the present felicitous condition of our laboring population. The progress of a joint civilization since that time has rendered the treatment of slaves throughout the Union nearly the same. There is, therefore, no longer any reason for the suspicion which formerly existed with respect to negroes from other States, and all laws against their importation have been repealed. But every day widens the difference between the American and the native African slave, and the wisdom which counselled the passage of existing laws would imperatively demand their continuance.

"This sketch discloses moreover that the barbarians themselves were not the only barbarous things introduced by the slave trade; it was accompanied by all manner of horrid diseases, which were not confined to the City of Charleston alone, but spread through the length and breadth of the land irrespective of locality and climate. The West Indies have long labored under this affliction; certain species of maladies, as certain species of sharks, having followed in the wake of the slaves from Bight of Benin to the Bay of Havana.

"It shows, too, that they were not insensible to the necessity in a military point of view, of maintaining a due proportion between the dominant and servient races; the slave trade was accompanied by plans for the importation of a corresponding number of white servants. The Message prefer African slaves to European laborers; fortunately we are not compelled to choose between the two; our own white population increases with sufficient rapidity for the slaves we have. But when it is proposed to flood the land with barbarians, why is not some plan devised for at least retaining our own inhabitants at home? A vast tide has distributed throughout the West one hundred and eighty-six thousand four hundred and seventy-nine native white Carolinians of all classes, whose virtues reflect honor upon

the land of their birth, but who are no longer devoted to her advancement. What means can be devised of preventing this evil, it is difficult to say; certainly the importation of barbarians will not render South Carolina a more attractive residence either to rich or poor, and it would be questionable statesmanship, to embrace what the experience of history, and particularly our own, has shown to be an evil, without providing in advance some antidote."

* * * * * * *

"Previous to 1808 the slave trade was carried on mostly by New England men and New England capital, with agencies established in Charleston, and since that period it has a clandestine existence only at the North. No instance can be adduced of a native Carolinian being implicated in the remotest degree. Our people have manifestly no partiality for this commerce, whether from a moral repugnance or from a pride that scorns such an occupation, cannot be ascertained; the fact is so."

From 1804 to 1807, when the slave trade was open, two hundred and two vessels brought slaves to Charleston, and all these vessels excepting thirteen were owned in the North and in Europe—more than one hundred belonged to New Englanders.

While slavery existed, it was defended North and South by the same argument. One of the most notable and characteristic defences of both the African slave trade and the institution of domestic slavery was that of Gov. Griswold, of Connecticut, in 1795, a revolutionary patriot, the ancestor of a long line of worthy New England governors, judges, statesmen, in the States, and in the Federal government up to this date. The Bible argument, the betterment of the barbarian, the moral right of one man to hold another in personal subjection, are all stated and urged with singular force and earnestness by this New England statesman. The same theory had been held by divines and thinkers of previous generations in all the Colonies. Jonathan Edwards, planning in his long rides, his treatise on the "Freedom of the Human Will," usually had his negro boy slave riding be-

hind him! Such is the contrast, strange though it be, that history has for us.

Of the system of slavery itself it ought to be said, that thus upon the soil as an existing social institution when in the Revolution the country was born, it passed over into the new government as an established part of its organic life. It was incorporated into the constitution of the United States by the vote of the fathers of the Republic. It was protected by constitutional law, as absolute as that establishing and preserving the government itself. Whatever we may say or think, and however much North and South may both rejoice in the disappearance of the institution now, the historic fact is that North and South founded the system as a part of the social system of these States, and provided by law for its enforcement and perpetuation by the laws of Congress. In the North the question was one of comparative insignificance, because of their small number of slaves, and because of the almost inappreciable effect of their presence upon the industries and social problems of those Commonwealths. In the South it was paramount, it involved the labor of a section, and in some States the status of more than half the population. By the climate, by the special industries, rice, sugar, cotton, &c., and by the association and habits of two centuries, the almost entire activity and destiny of the Southern States as then conceived depended on this institution. It was thus that it was without difficulty and without any visible change of circumstances, that Vermont freed, without compensation to the owners, the seventeen slaves in her borders; that other New England States named future days within their domains, the owners meanwhile sending nearly all their slaves Southward and selling them in other States before the day of emancipation came. These acts of abolition were therefore mainly accomplished without any price being paid, with cheap sentiments of humanity, and with no ripple even upon the tide of the life of their States. Small as was the effort and ridiculous the *sacrifice*, as some have called it, even under these conditions, slavery was not

finally abolished in New York till 1827, in New Jersey till 1846 and in Connecticut till 1848. So deep was the root in the soil that even in New England, with its few slaves, it lingered fourteen years after Old England had paid twenty million pounds sterling in 1834 to emancipate eight hundred thousand slaves in her West Indian dependencies.

To the Southern States, where it involved industrial and social *revolution*, it perished in the war between the States, not as the object of that struggle, but purely as an incident, when in the latter part of the war it became a measure of *military necessity in the invaded States.* This is clear from President Lincoln's words in his inaugural, March, 1861: "I have no purpose, directly or indirectly, to interfere with the institution of slavery where it exists. I have no lawful right to do so, and I have no inclination to do so." Senator Sumner said in the Senate, 25th February, 1861: "I take this occasion to declare most explicitly that I do not think that Congress has any right to interfere with slavery in any State."

After the war was begun, 22d July, 1861, the day after the first Manassas was fought, the resolutions of Congress declare "that this war is not waged on our part in any spirit of oppression or for any purpose of conquest or subjugation or purpose of overthrowing or interfering with the rights of established institutions of those (Confederate) States, but to defend and maintain the supremacy of the Constitution, and to preserve the Union with all the dignity, equality and rights of the several States unimpaired."

It is clear from the further fact that slavery was abolished not by arms or proclamation, but by the constitutional amendments in 1866, up to which time slavery existed in Kentucky, Maryland and Delaware.

In disappearing amid the tumult of war and the exhaustion of twelve States, crippled by long resistance, and the waste of invading armies, emancipation came at a time and in a way most hard, both for the slave and the owner. It afforded the one no means of preparation or adjustment for so vast a change, which had previously been enjoyed by the

Northern owner, and to the other it brought confusion, anarchy and riot as the first experience of his liberty. Add to these the misfortune at the time of the factitious rule of the stranger on the soil, and the poisoning of the mind of the new citizen against his former master and future employer, and you have a picture of complete disruption and disorganization.

The price of Southern emancipation was costly indeed, and beyond measure, not in money alone, but in the overturning of civilized States. Still, through all this terrible experience, the normal and abiding forces on the soil have finally asserted themselves, and the moral and intellectual dominion of the higher race has eventually established social order. Slavery is gone, and the people are grateful that it is so; grateful even in memory of the circumstances under which it went down. A great and unspeakable burden of moral responsibility has been lifted from the mind of the master. The State under the free system is more bountiful in the yield of her great products—the fruit of a quickened individual energy. There is a growing diversity in her industries that betokens a higher form of material civilization. There is a more widely diffused intelligence among her people, and quicker and readier sympathy and concert of action. There is more enlightenment of the masses, giving to labor in greater degree a skilled hand, and to blind muscle direction and purpose. And while many problems remain, problems *imminent* and *fateful*, still they are not, in my opinion, beyond the solution of wisdom, kindness, moderation, and the might of our moral manhood.

It is simple truth to say, that in the half century previous to the war between the States, there was a greater betterment in the condition of Southern slaves than in the condition of any similar laboring population in the civilized world. In this period they were advanced throughout the South to more comfortable homes, and in food, clothing and daily medical attendance there had been a vast change from the early years of the century. Every large plantation, and every group of small plantations had its christian chapel at

the cost of owners, and Southern missionaries, men with the faith and hope of the late gifted and eloquent Bishop William Capers, carried the gospel to the slaves everywhere throughout the South. When the end of the institution came, amid the crash of shot and the bursting of hostile shells, and sadder to relate, in the glare of burning homesteads through hundreds of miles of agricultural regions, forty miles wide, where nothing but gaunt chimneys were left as landmarks of this unprecedented warfare on helpless women and children, and where the Southern slave population largely outnumbered the white, the broad fact is revealed that universal consideration and kindness was the rule on the part of the slaves for the defenceless women and children of the South who were sufferers by this needless act of war.

In April, 1869, our gifted townsman,* in a public address, said: "Slavery was something more than a contrivance for consolidating labor with capital; it was a discipline for both races; a school for the formation of character. As far as slavery and our administration of it are amenable to moral judgment, it must be judged by its influence upon the maturity, and not by its impression upon the pupilage of those whom God placed under its restraints. The masters as well as the slaves, the whites as well as the blacks, learned many noble lessons in life at this discontinued school. Providence and forecast for dependents, indulgence for the weak, and an habitual consciousness of responsibility upon the part of those invested with power; the obligation of honor, the force of character, the power of self-reliance, the sanctity of individual rights, the elevation of dignity above gain, of worth above wealth, were all acquired there, and are characteristics of which we had a right to be proud, and to which we should still tenaciously cling.

"It is no reproach to our past to say that it had accomplished its allotted days, and that its dissolution was the natural process by which we have emerged into a new and

*The South; an address by W. L. Trenholm, Esq.

larger life. Looking back now upon the dead past of the South, we need not blush for it, for its life was vigorous and fruitful. It is true that long ago the world condemned slavery, but the world has never known it as we have known it, and history will yet do us justice, for it must record how difficult its duties were and how faithfully and successfully we discharged them. Half a century before the war, when the slave trade ceased, the South contained less than a million souls of the African race; when the war occurred they had increased to upwards of four millions. These four million descendants of savages were more orderly and moral than the same class in any civilized country, and they remain so up to the present moment, notwithstanding the temptations and privations of the war, the license of sudden freedom, and the bad advice of political agitators."

Here, in Charleston, we have endeavored to recognize these relations of amity and mutual good offices. Our people can never forget that the negroes within our limits, with few exceptions, have borne themselves with singular propriety. In recognition of this, among the largest items of our public charities are appropriations for hospitals, medical advice, medicines, and provision for old age among them; they share, too, in the discharge of many public duties, and I venture nothing in saying that no other similar aggregate of population is as orderly all the year round as the colored people of Charleston have shown themselves to be for several years past.

Quoting further from the same address: "It is no new thing in modern history for a people to live out more than one phase of civilization. The genius of Egyptian labor, the grace of Grecian art, the power of Roman law, the honor of Mediæval chivalry, had, indeed, each in turn, flowered and passed away, but England, France and Germany have perpetually renewed, in changed institutions, the vigor of their national life, and it is to modern, and not to ancient instances, that we must look for the true type of our own civilization."

THE COMPROMISE MEASURES AND THEIR REPEAL.

THE EVENTS LEADING TO DISUNION—CHARLESTON IN THE WAR.

1850-65. The question of the admission of California into the Union under a constitution adopted by the people of that Territory in 1849 prohibiting slavery, revived the agitation of that exciting question, and produced in South Carolina what is now known as the "Secession movement," which, however, did not meet with public approval. In the midst of the consideration of Senator Clay's compromise measures (1850) looking to the final settlement of this vexed question, Senator Calhoun died; in July, President Taylor died and was succeeded by President Fillmore. Later in the year Senator Clay's influence prevailed, and the several Acts of compromise were passed by Congress, and the whole weight of President Fillmore's administration was given to the support of these Statutes.

The expression of popular approval made in the Presidential election of 1852, gave promise of quiet to the whole country; it is a significant fact that both the Democratic and the Whig parties, at their conventions that year, incorporated in their platforms formal declarations of acquiescence in the Acts of 1850, "as a final settlement in principle and substance of the subjects to which they relate." The popular vote cast for Pierce was 1,601,474; for Scott, 1,386,578=2,988,052; in opposition, 155,825 votes were cast for John P. Hale. And so it appears that in November, 1852, ninety-five per cent. of the qualified voters of the Union confirmed the legislation of 1850, which was intended to end forever the slavery agitation, and *five per cent.* dissented. It was only a short respite—fourteen months after, in January, 1854, Senator Stephen A. Douglas, from the Committee on Territories, undertook and successfully carried through Congress a bill repealing the original Missouri compromise, and sweeping away as well the great work done in 1850. This measure became a law in 1854, and its approval by the President roused to intense excitement the

lately dormant anti-slavery elements, culminating in the armed Northern settlement of Kansas and Nebraska to prohibit slavery, and a counter movement by the South, which aimed to plant this institution in a region of ice and snow in winter, at a time when the price of negro laborers in the Cotton States had advanced to extravagant figures.

Subsequent events added to the excitement of the times; notably the startling raid of John Brown, in Virginia; the whole country, North and South, was profoundly agitated, and public opinion was reflected in the party conventions of the spring of 1860. These need only to be referred to here—the disruption and division of the Democratic party under the leadership of Douglas and Breckenridge, the nomination of Lincoln, the wide-spread alarm throughout the South, and especially in South Carolina, intensified by Mr. Lincoln's election; these events are too recent for comment here. The secession of this State on the 20th of December, the unexpected event at Fort Moultrie on the 26th of December, the firing on the *Star of the West* from Morris Island in January, the bombardment of Fort Sumter in April, the Battle of Manassas in July, and then—four years of desperate struggle against fearful odds on sea and land. Beyond any human foresight, a series of unexpected events which led directly to the grave issue of war happened in this city, and its subsequent successful and notable defence for four years has attracted the attention of military circles all over the world. It is not my purpose to enter into details of those events or of that resistance, but it is proper on this occasion to show what response Charleston made, not only for its own defence, but for the general cause of the South.

TROOPS FURNISHED BY THE CITY OF CHARLESTON.

From the receipt of the news of the election of President Lincoln, in November, 1860, to the surrender and evacuation of Fort Sumter, 14th April, 1861, the military organizations of this city comprising the Fourth Brigade, South

Carolina Militia, were continuously in the service. In fact, it was during those early months the only considerable body of troops thoroughly organized and disciplined in the State. It is proper, therefore, to make a record of this command, and show the part taken subsequently by Charleston in the war between the States.

Fourth Brigade, South Carolina Militia.

Brigadier-General James Simons, Commanding.

First Regiment of Rifles.

Colonel J. Johnstone Petigrew. Lieutenant-Colonel J. L. Branch.
Major Ellison Capers. Adjutant Theodore G. Barker.

Washington Light Infantry.....Captain Charles H. Simonton.
Moultrie Guards.....Captain Barnwell W. Palmer.
German Riflemen.....Captain Jacob Small.
Palmetto Riflemen.....Captain Alexander Melchers.
Meagher Guards.....Captain Edward McCrady, Jr.
Carolina Light Infantry.....Captain B. Gaillard Pinckney.
Zouave Cadets.....Captain Charles E. Chichester.

Seventeenth Regiment of Infantry.

Colonel John Cuningham. Lieutenant-Colonel Wm. P. Shingler.
Major J. Jonathan Lucas. Adjutant Lieut. F. A. Mitchell.

Charleston Riflemen.....Captain Joseph Johnson, Jr.
Irish Volunteers.....Captain Edward Magrath.
Cadet Riflemen.....Captain William S. Elliott.
Montgomery Guards.....Captain James Conner.
Union Light Infantry.....Captain David Ramsay.
German Fusiliers.....Captain Samuel Lord, Jr.
Palmetto Guards.....Captain Thos. W. Middleton.
Sumter Guards.....Captain Henry C. King.
Emmet Volunteers.....Captain P. Grace.
Calhoun Guards.....Captain John Fraser.

First Regiment of Artillery.

Colonel E. H. Locke. Lieut.-Colonel Wilmot G. DeSaussure.
Major John A. Wagener. Adjutant James Simons, Jr.

Marion Artillery.....Captain J. Gadsden King.
Washington Artillery.....Captain George H. Walter.

Lafayette Artillery.....Captain J. J. Pope.
German Artillery—Company A.....Captain C. Norhden.
" " Company B.....Captain H. Harms.

Cavalry.

Charleston Light Dragoons.....Captain Benj. Huger Rutledge.
German Hussars.....Captain Theodore Cordes.
Rutledge Mounted Riflemen.....Captain C. K. Huger.

VOLUNTEER CORPS IN THE FIRE DEPARTMENT.

Vigilant Rifles.....Captain Samuel Y. Tupper.
Phœnix Rifles.....Captain Peter C. Gaillard.
Ætna Rifles.....Captain E. F. Sweegan.
Marion Rifles.....Captain C. B. Sigwald.

TROOPS "FOR THE WAR."

With the occupation of Fort Sumter in April, 1861, there came the feeling that we were on the threshold of a great war; the militia companies returned to the city, and were mustered out of their temporary service, and as the spring advanced into early summer, there could be seen marching, to and fro, in our streets, those commands "for the war" in their "*Jackets of Grey*," who were to enact, on a broader field than ever before, the martial fame and glory of South Carolina. As the need arose for more men, other companies, battalions and regiments were organized "for the war," and so it came that Charleston literally sent to the front her last soldier, and contributed to the cause her last dollar. On such an occasion we must make record, even though brief, of that time, so that when it may be said, that here in Charleston the civil war originated, it may also be said that Charleston was not wanting in that great emergency, and here is the proof. From the best private sources, and with no little labor, the following roster of Charleston companies is presented, and is as nearly accurate as has been possible to make it:

Charleston Companies in the Armies of the Confederate States—1861-65.*

Washington Light Infantry (Three Companies)—
Company A, Hampton Legion Infantry.....Captain James Conner.
Company A, 25th Regiment S. C. V... .....Captain J. M. Carson.
Company B, " " " ....Captain E. W. Lloyd.

German Artillery (Three Companies)—
Light Battery B,† Hampton Legion.....Captain W. K. Bachman.
Light Battery A.....Captain F. W. Wagener.
Light Battery B..... ... Captain F. Melchers.

Washington Artillery (Two Companies)—
Light Battery A, Hampton Legion.....Captain Stephen D. Lee.
Light Battery..... .....Captain George H. Walter.

Irish Volunteers (Two Companies)—
Company K, 1st Regiment S. C. V.....Captain Edward McCrady, Jr.
Company H, 27th " " ....Captain W. H. Ryan.

Palmetto Guard (Two Companies)—
Company I, 2d Regiment S. C. V.....Captain G. B. Cuthbert.
Light Battery.....Captain G. L. Buist.

Gist Guard (Two Companies)—
Siege Train, Heavy Artillery.....Captain Charles E. Chichester.

Zouave Cadets (Volunteers)—
Company H, Hampton Legion Infantry.....Captain L. C. McCord.

Rutledge Mounted Riflemen (Two Companies)—
Troop B, 7th Reg't South Carolina Cavalry....Captain W. L. Trenholm.
Troop G, " " " " " ....Captain L. J. Walker.

Richardson Guards—
Company I, 1st Regiment S. C. V.....Captain Charles H. Axson.

Carolina Light Infantry—
Company L, 1st Regiment S. C. V..... ....Captain C. D. Barksdale.

Brooks Guard—
Company K, 2d Regiment S. C. V.....Captain A. B. Rhett.

Bee Rifles—
Company A, 23d Regiment S. C. V.....Captain L. P. Miller.

Chicora Rifles—
Company B, 23d Regiment S. C. V.....Captain T. M. Whilden.

*I have no means of obtaining an accurate and complete roster of general, field, line and staff officers from Charleston in the Confederate service, or of officers and men in the navy, and in so important and delicate a matter it would not be proper to attempt an uncertain record. This will account for this limited statement, giving only the companies from the city.

†This company, called the German Volunteers, was raised by the German citizens of Charleston, mustered into service for the war as an Infantry company, and subsequently transferred to the Light Artillery.

JOHNSON RIFLES—
Company C, 23d Regiment S. C. V.....Captain M. V. Bancroft.

DURYEA GUARDS—
Company D, 23d Regiment S. C. V.....Captain E. O. Murden.

MARION RIFLES—
Company A, 24th Regiment S. C. V..... ....Captain C. B. Sigwald.

YEADON LIGHT INFANTRY—
Company H, 25th Regiment S. C. V..... Captain Leroy Hammond.

BEAUREGARD LIGHT INFANTRY—
Company E, 25th Regiment S. C. V.....Captain N. B. Mazyck.

CALHOUN GUARD—
Company A, 27th Regiment S. C. V.....Captain F. T. Miles.

CHARLESTON LIGHT INFANTRY (Two Companies)—
Company B, 27th Regiment S. C. V.....Captain Thomas V. Simons.
Company K, " " " .....Captain William Clarkson.

UNION LIGHT INFANTRY AND GERMAN FUSILIERS—
Company E, 27th Regiment S. C. V.....Captain Samuel Lord, Jr.

SUMTER GUARDS—
Company F, 27th Regiment S. C. V.....Captain Henry C. King.

CHARLESTON RIFLEMEN—
Company I, 27th Regiment S. C. V.....Captain Julius A. Blake.

MARION ARTILLERY—
Light Battery..... .....Captain E. L. Parker.

LAFAYETTE ARTILLERY—
Light Battery.....Captain J. T. Kanapaux.

BROOKS FLYING ARTILLERY—
Light Battery. ....Captain A. Burnett Rhett.

WAGNER ARTILLERY—
Light Battery..... ....Captain C. E. Kanapaux.

GERMAN HUSSARS—
Troop G, 3d Reg't South Carolina Cavalry....Capt. Theo. Cordes.

ASHLEY DRAGOONS—
Troop H, 3d Reg't South Carolina Cavalry....Captain George C. Heyward.

CHARLESTON LIGHT DRAGOONS—
Troop K, 4th Reg't South Carolina Cavalry....Captain Benj. Huger Rutledge.

DIXIE RANGERS—
Troop B, 5th Reg't South Carolina Cavalry....Captain A. B. Mulligan.

SOUTH CAROLINA RANGERS—
Troop D, 5th Reg't South Carolina Cavalry....Captain R. J. Jeffords.

WILLINGTON RANGERS—
Troop G, 5th Reg't South Carolina Cavalry....Captain W. L. Disher.

Total number of Charleston Companies "for the war":

Infantry	23
Artillery	11
Cavalry	8—42

There are no means at this time of stating accurately the number of men furnished, but many of these company rolls show one hundred and fifty men, some as high as two hundred; few less than one hundred; add to these the large number who went as officers and men into the Confederate Navy—as general, field, staff and line officers in the general army—many who enlisted in the regular regiments, and who formed parts of companies mustered into service from other parts of the State, and it is fair to estimate that between five and six thousand officers and men represented Charleston in the war between the States, and an actual enumeration might foot up nearer the larger number than the smaller for the four years.

I have no means of knowing accurately what the sacrifice was, in killed and wounded, but I know of many companies whose records show thirty per cent. and over in killed, and large numbers permanently disabled—"officers and men, they were of the very flower of this old city, her young hope and fair renown," and it may truthfully be said, that Charleston was in mourning from the First Manassas to Bentonville—"at every board a vacant chair"!

> "Where some beneath Virginia hills,
> And some by green Atlantic rills,
> Some by the waters of the West,
> A myriad unknown heroes rest.
>
> And we can only dimly guess,
> What worlds of all this world's distress,
> What utter woe, despair and dearth,
> Their fate has brought to many a hearth."

Sad reflections but precious memories centre here, and whatever we forget, we cannot forget these things. "That is a *surrender* no true man would ask. It is a surrender no true man would make, for he could not make it without infamy."

As of Charleston, so is the record for South Carolina—from the whole State about five hundred companies were mustered into the Confederate service, representing sixty thousand men, or twenty per cent. of the white population, and one-fifth of these brave men went to their graves, on crimson fields, in the hospitals, and on the weary wayside—all this at the bidding of the State. The mists of time which shrouds all things, is fast destroying the records of those four years, and I ask what is being done to tell the story of those times? Some patriotic citizens have for years been working in the Legislature, to have means provided for securing the rolls of South Carolina soldiers. This has partly been done, and the present Adjutant-General is most earnest in this good work, and he should have the co-operation of the people in every county for its completion. But there is a larger and more imperative duty. As far as can be obtained, every command should have its history. The thousands of official reports relating to South Carolina troops now gathered together in Washington, should be copied and published, and such documents in private hands should become the property of the State. This requires money, fortunately in such small sums annually as not to reach the consequence of even an infinitesimal fraction of a mill; but this item of a few thousand dollars, in every appropriation bill, would be enhanced in value, if it was made the first item by unanimous consent. If it is asked, why this expenditure? I answer, the dead and the living alike will be vindicated by placing the truth before their children; all those official records are necessary in the preparation of a history of those times—and the State, in whose cause these costly sacrifices have been made, should not measure a few dollars, as against the priceless possession of a correct historic record of the 1860-65 period.

A most gifted writer in our State said in 1866: "We have a sorrowful history to teach our children. We must tell them that, in the pride of a strength and wisdom which we did not possess, we inaugurated a revolution which we could not achieve—that, in the unequal strife, our past

power and our future hopes were alike broken in blood. Our vindication with them and in history must be, that we ventured on this terrible issue in an honest, earnest, unquestioning conviction of the truth, under the solemn obligation of our duty to maintain inviolate those principles of constitutional liberty which we inherited, and that it was no unworthy effort which, at the close of such a war, had cleared our great defeat from shame, and given dignity to our disaster." Nearly two decades have passed since; for two-thirds of that time, South Carolina was "the prostrate State" under bayonet and corrupt rule; more recently a new government controls, and it should be their high privilege and sacred duty to so legislate as to supply so keenly felt a public want as SOUTH CAROLINA'S WAR RECORDS 1860–65.

CHARLESTON'S HOME DEFENCE.

ARMORED SHIPS—RIFLED CANNON—PROJECTILES—SUBMARINE TORPEDOES—BLOCKADE RUNNING.

ARMORED VESSELS OF WAR.—While it is not possible to enter into general details of Charleston's part in the war, there are some local matters that should have record here. Armor-plated ships of war are now afloat under the flags of many nations, but I think the first thought of the modern iron armor now in use originated in Charleston, with the late Col. C. H. Stevens, Twenty-fourth South Carolina Volunteers, who as a private citizen, in January, 1861, began the erection of an iron armored battery of two guns on Morris Island, built with heavy yellow pine timber of great solidity at an angle of 40°, *and faced with bars of railroad iron.* This battery participated in the bombardment of Fort Sumter in April, and as a first experiment proved successful.

When the Norfolk navy yard fell into the possession of the Confederate government, later in that year, this armor-

plating of Col. Stevens was applied, for the first time with modifications to suit naval purposes, to the hull of the frigate *Merrimac;* and the encounter between this first Confederate armored ship and the turreted "*Monitor,*" the first United States armored ship in Hampton Roads, on the 9th of March, 1862, was the first naval duel in the world between such vessels. I state this to show that the thought originated here, and with feeble mechanical resources and very limited materials, it was within a very few months successfully developed here. Early in 1862, was begun by the Confederate government, the first of four iron-clad vessels built in this harbor. The design adopted was simply to cover the gun-deck with an iron shield at an angle of about 32°.

This first ship was constructed under the direction of Commodore D. N. Ingraham, and other officers in the various departments of the navy. During the early weeks of this construction the question was frequently asked, why does the government build only one armored ship? and there was great restlessness throughout the community, and a general agitation for more ships. It was thought in official circles that the mechanical skill, material and supplies would not be more than enough for one ship at a time at Charleston.

The general public opinion was, that if three or four armored ships could be put afloat, the blockading fleet could be kept away from the immediate entrance of the harbor, and Charleston would be practically an open port. This public opinion was finally recognized, and Mr. James M. Eason, two months after the keel of the armored ship "*Palmetto State*" had been laid by the Confederate government, was entrusted by the State of South Carolina with the building of the second armored ship under the authority of an Act of the General Assembly "appropriating $300,000 for constructing marine batteries." This keel was laid in the rear of the Postoffice in March, 1862; one hundred and fifty feet long, thirty-five feet beam, and twelve feet depth of hold; the armor consisted of two layers of two inch iron-plating

secured to backing of heavy timber; every part of the hull for five feet below the draught line was so plated, and heavily timbered inside. She was propelled by an engine thirty inch diameter of cylinder, twenty-six inch stroke, driving an eight foot propeller wheel, and about five hundred and fifty tons of iron plates were used; her armanent consisted of two smooth bored guns for round shot and shell, and four 32-pounders *banded* and *rifled*. She was launched five months after the keel was laid, in August, 1862, and was commissioned and commanded by Capt. Tucker, Confederate States Navy, and named the *Chicora*. As an evidence of the difficulties encountered in these times, I quote from a letter written by Mr. Eason to the Secretary of the Confederate Navy of date 25th June, 1862:

"I will finish my contract in advance if I can obtain the iron-plating; I am without one bar to work on, and beg to impress on you the importance of at once ordering me supplies from the mills. Mr. Porter told me there was a lot in Richmond which could be sent me. The Tredegar Iron Works promised to send me some bolt iron if transportation could be furnished. May I ask the aid of your department, &c." As evidence of the earnestness of Mr. Eason's efforts I publish here a letter from the Confederate States Navy constructor:

"CHARLESTON, June 20th, 1862.

SIR—It affords me pleasure to state that the iron-clad gun-boat and ram which you are now building for the State Commission of South Carolina, after drawings and specifications made by myself, is a good job in all respects, and of the very best material. She will compare with the very best of these vessels, in all respects, and will afford great protection to the harbor of Charleston when completed. The work has progressed with great *rapidity*, and is in *advance* of the two boats of the same class now being built at Wilmington, N. C., also the one being built for the Confederate States Navy at this place. The Savannah boat I have not yet visited.

I was much gratified at the appearance of things about the ship-yard, and the spirit with which everything seemed to move, and can only hope you will soon finish her. Yours, respectfully,

(Signed) JNO. L. PORTER,
C. S. N. Constructor.

J. M. EASON, Esq., *Sup't Gun-boat.*"

The official action of the "State Marine Battery Commission" later in the year, shows the high appreciation in which Mr. Eason's mechanical skill and indomitable energy was held, by such citizens as Messrs. G. A. Trenholm, C. M. Furman, W. C. Courtney, J. K. Sass and W. B. Heriot, who had been elected by the Legislature for this duty.

"STATE MARINE BATTERY COMMISSION,
Columbia, S. C., 29th November, 1862.

At a meeting of the Commission held this day at the Bank of Charleston, the following resolutions were unanimously adopted:

Resolved, That the thanks of this Commission are justly due, and are hereby cordially tendered to Mr. J. M. Eason, for the promptitude with which he undertook the superintendence of the construction of the iron-clad gun-boat "*Chicora*," and the skill, energy and persevering industry manifested by him from the commencement to the completion of the work, by which great economy has been secured, and the work accomplished for the moderate sum of $263,892.02.

Resolved, That the sum of three thousand dollars be tendered to Mr. Eason by our Chairman, as not more than a just compensation for the sacrifice of his private interests while attending to this important public work.

Extract from the Minutes.
(Signed) WILLIAM B. HERIOT,
Secretary."

"COLUMBIA, S. C., 1st December, 1862.

MY DEAR SIR—It affords me great pleasure to hand you the enclosed resolutions, adopted by the State Marine Battery Commissioners, with a check on the Bank of the State of South Carolina for $3,000.

I know that to you the pecuniary consideration is of small moment, compared with the consciousness of having merited the approbation of those with whom you have been associated.

For my own part, I do not hesitate to say that it *is your energy and devotion to duty* that *Charleston* is *indebted* to the *means of defence*, which I am sure will prove in the hour of need of incalculable importance.

Assuring you of my high esteem and regard, I remain,
Yours, sincerely,
(Signed) J. K. SASS, *Chairman*.
J. M. EASON, Esq."

Mr. Eason, having a complete organization of workmen, and having demonstrated his ability in this new ship-building, was commissioned to construct a larger vessel, and the keel of the "*Charleston*" was laid, one hundred and eighty

feet long, thirty-six feet beam and twelve and one-half feet depth of hold; propelled by an engine thirty-six inch diameter of cylinder, and eight and one-half foot wheel. Six hundred tons of iron plates were required to armor her. The engine and boiler of this vessel were built entirely at Messrs. Eason's shops in Charleston. She was launched, and proved to be a splendid ship. The fourth ship was built by the Navy Department under contract for the hull by Mr. F. M. Jones and the plating by Messrs. Eason, but had not been entirely completed when Charleston was evacuated, and fell into the hands of the United States authorities. By order of the Confederate military commander the iron-clads "*Palmetto State*," "*Chicora*," and "*Charleston*," were blown up and sunk at their anchorage in Cooper River—a sad and melancholy spectacle for those leaving the city in February, 1865.

RIFLED CANNON—PROJECTILES.—Rifled cannon are a comparatively recent invention. After the Crimean war, Napoleon III rifled his bronze field guns, and the new pieces exhibited great merit at Magenta and Solferino in 1859, so that it was only a year before our war that rifled field guns were used in battle. The United States government adopted what was known as the Napoleon gun, and some of our city light batteries had guns of this character when the State seceded, but we find no record of large rifled guns in any of the forts or ships of the United States. The armament of Fort Sumter, which was delivered there in 1860, the latest equipped fort in the United States, had nothing but smooth bore guns. Just previous to the attack on Fort Sumter in 1861, there was received in Charleston, as a gift from Mr. C. K. Prioleau, then residing in Liverpool, a small English rifled gun, known as a "Whitworth patent," and a few bolts.

Rifled cannon were so rare at that date that much importance was attached to this little gun, and as no supply of shot had come with it, these novel projectiles had to be hastily supplied, and during the two days bombardment, four hundred of these new projectiles were delivered from

Messrs. Eason's foundry for use with this gun. Soon after the evacuation of Fort Sumter, Messrs. Eason prepared machinery and begun to rifle a twenty-four-pounder smooth bore on the 24th April for the State of South Carolina, one of a number of smooth bore guns purchased from the Tredegar Works, Richmond, in 1850. From the time-book I find the names of the following machinists doing this work, viz: "Lamble, Sigwald, Purse, Frieze, Beaufort, Duc, Mustard, Petsch and Duncan." This gun was mounted on a carriage and taken on the South Carolina Railroad, to near Summerville, for a test, under the auspices of Major Manigault, Ordnance Officer of the State, and Professors P. F. Stevens and E. Capers of the Citadel Academy, on the 6th and 8th of June, 1861. As far as could be ascertained, the gun promised to be successful. Subsequent experiments were made, mostly with different kinds of projectiles weighing from thirty-three to fifty-six pounds; this gun burst after about one hundred shots had been fired. The result of this experiment led to shrinking wrought iron bands around the breach, and so entirely successful were these, that rifling and banding smooth bore guns of the largest sizes in the harbor and elsewhere was undertaken and successfully accomplished. Subsequently, machinery was contrived in Charleston by Messrs. Eason which could be moved and used to rifle cannon in position at distant points. These proved to be long range guns of wonderful accuracy and force.

SUBMARINE TORPEDOES.*—The germ of the device of subaqueous explosions is to be found in floating powder-vessels, first used at the siege of Antwerp in 1585, and renewed at Fort Fisher in 1865; so that it is not in any sense a new weapon in war. The destruction of the docks at Sebastopol by the French engineers in 1855, using electricity to fire the mines, attracted to this subject universal attention in Europe and this country.

The Federal fleet found torpedoes of the simple contact class in Mud River, near Fort Pulaski, in February, 1862,

*The late St. Julien Ravenel, M. D., and Mr. Theo. D. Stoney, initiated and developed these weapons.

but the service was not formally legalized by the Confederate Congress until October of that year, when a Torpedo Bureau was established at Richmond; a special corps of officers and men was raised and trained for submarine warfare, and great destruction was caused by them in the last two years of the war; seven United States iron-clads, eleven wooden war vessels, and six army transports were destroyed by torpedoes, and many others temporarily disabled.

The service in Charleston harbor, with the novel boats in use, was of the most desperate character; officers and crews staking their lives in every attempt. We have no space for more than a brief mention of the fact that three or four crews successively lost their lives in experiments by the sinking of torpedo boats, and yet volunteer crews were ever ready to step aboard these strange craft to renew these efforts.

Two attempts were made to blow up the new *Ironsides*, one with an improvised torpedo boat, fitted out by Major F. D. Lee, Captain Carlin commanding, with the usual crew, and Lieutenant Fickling with eight men from Companies C, D and F, First Regiment S. C. R. A., volunteering to go with rifles to guard against an attack by Federal naval barges. The boat proved to be in very bad order, and had to be bailed with buckets to keep her afloat; nevertheless, she attempted the task. Upon nearing the new *Ironsides* she was found swinging on the turn of the tide, and the blow aimed at her did not take effect. The spar became entangled in the anchor chains of the *Ironsides*, and while getting disengaged they were discovered, and made off, and this attempt failed.

Later in the year the torpedo steamer *David*, built in Charleston, with a crew of four volunteers, viz: Lieutenant W. T. Glassel, J. H. Toombs, chief engineer, and James Sullivan, fireman of the gun-boat *Chicora*, with J. W. Cannon, assistant pilot of the gun-boat *Palmetto State*, left South Atlantic Wharf between 6 and 7 P. M. October 7th, 1863. The weather being dark and hazy, favored the enterprise. The boat with its gallant crew proceeded down the harbor until nearly opposite the new *Ironsides*, when the command

was given, and she was aimed directly for the ship. The next moment they struck the *Ironsides* and exploded the torpedo fifteen feet from the keel on the starboard side. An immense volume of water was thrown up, covering the little boat, and going down through the smoke stack, entering the furnace, and extinguishing the fire.

Glassel and Toombs jumped overboard to avoid the hail of shot and shell which were directed at the little boat, and swam to the chains of the *Ironsides*, where they were made prisoners.

Sullivan and Cannon remained in the boat and succeeded in re-lighting the fires, and ran the gauntlet of the monitors, reaching the city in safety. The *Ironsides* never fired a shot after this affair, being permanently disabled.

In February, 1864, the iron-clad *Housatonic* was sunk by a torpedo boat twenty-five feet long, shaped like a segar; built of iron boiler plate and provided with a screw wheel; she had no smoke stack, and her deck was flush with the water; projecting from her bow was a fifteen foot spar, with an electric torpedo containing a charge of two hundred pounds of powder. The little vessel, under Lieut. Dixon, of Mobile, attacked the *Housatonic;* the explosion was something awful, a hole was made in the big ship through which one could have led a horse, and the men on her decks were, in some cases hurled fifty feet, and in others lifted fifteen feet high; the largest guns were thrown off their carriages and beams twelve inches thick were broken off, and in two minutes the *Housatonic* was at the bottom of the sea, and the torpedo boat out of sight.

I have only made brief and partial reference to a few of these noted achievements of our people in their great struggle. I have shown that with small mechanical appliances, with meagre supplies and under every conceivable disability, an armor plated battery was used as early as 1861—that in 1862 we put afloat armored ships with smooth bore guns, rifled and banded—that we largely changed the armaments of our forts and batteries, by rifling and banding the newest guns of the United States in use in 1860—that we perfected

projectiles for these new guns, that were effective, to the sinking of monitors—that in 1863 we built torpedo boats of novel construction, and equipped and used them with tremendous effect—and so great was the dread of our torpedoes that the Federal navy never tested those that guarded the inner harbor, even after Fort Sumter ceased to be an artillery post.

My space forbids all details, but it is due not only to the inventive genius of our people, but to their mechanical skill and readiness that, although isolated from the outside world they achieved results not unworthy of communities with ample resources and unlimited mechanical appliances.

Blockade Running.—A prominent feature of the war period was the extensive export and import business conducted in defiance of the blockade squadron. These ventures involved large investments of capital, and required skill, courage and the best seamanship for success. In a publication made some years ago upon information furnished by Major Willis to a prominent Western journal, it was stated that between two hundred and two hundred and fifty "runners" were engaged in this service at Charleston and Georgetown, S. C., Wilmington and Smithville, N. C., Savannah, Ga., and Galveston, Texas.

The first outward cargo sent from Charleston through the blockade, was the steamship "*Ella Warley*," formerly the "*Isabel*," with a full cargo of cotton to Nassau, and the first inward cargo was by her return voyage. This venture was made by Messrs. John Fraser & Co., and its success demonstrated the possibility of sending out cotton, to pay for arms, ammunition and general supplies.

Below is given, as far as ascertainable, the name of every vessel which ran in or out of Charleston, together with the name of the captain and owner. From this list it will be seen that an immense capital was invested in the business, and to what an extent the Confederacy was benefitted:

Names.	Owners.	Captains.
Steamer Gordon.....	.....J. Fraser & Co....	..T. J. Lockwood.
Steamer Antonica.....	.....J. Fraser & Co...	...L. M. Coxetter.

Names.	Owners.	Captains.
Steamer Margaret and Jessie	J. Fraser & Co.	R.W.Lockwood
Steamer Pet	A.R.Chisolm & others.	Foley.
Steamer Calypso	Consolidated Co.	Black.
Steamer Ella and Annie	Bee Company	Carlin.
Steamer General Moultrie	Ravenel & Co.	H. Tilton.
Steamer Hattie	Collie & Co.	H. S. Lebby.
Steamer Fox	J. Fraser & Co.	Brown.
Steamer Badger	J. Fraser & Co.	D. Martin.
Steamer Leopard	J. Fraser & Co.	Peck.
Steamer Lynx	J. Fraser & Co.	E. C. Reid.
Steamer Presto	J. Fraser & Co.	J. Horsey.
Steamer Sumter	J. Fraser & Co.	E. C. Reid.
Steamer Rattlesnake	W. G. Crenshaw	Vzini.
Steamer Wm. Lamb	J. Fraser & Co.	T. J. Lockwood.
Steamer Hope	J. Fraser & Co.	Wm. Hammer.
Steamer Ruby	Collie Company	A. Swasey.
Steamer Let Her Be	Chicora Company	H. Holgate.
Steamer Let Her Rip	Chicora Company	A. O. Stone.
Steamer Republic	J. Fraser & Co.	F. M. Harris.
Steamer Nina	Ravenel & Co.	Relyea.
Steamer Emily	Bee Company	Egan.
Steamer Isabel	J. Fraser & Co.	A. Swasey.
Steamer Elizabeth	J. Fraser & Co.	T. J. Lockwood.
Steamer Juno	C. S. Government	Porcher.
Steamer General Whiting	Consolidated Co.	S. Adkins.
Steamer Syren	Cobia & Co.	J. Johnson.
Steamer Nashville	J. Fraser & Co.	Pegram.
Steamer Theodora	J. Fraser & Co.	Maffett.
Steamer Kate	J. Fraser & Co.	T. J. Lockwood.
Steamer Beauregard	J. Fraser & Co.	H. Holgate.
Steamer Fanny	Bee Company	D. Dunning.
Steamer Alice	Bee Company	Kennedy.
Steamer Caroline	Bee Company	C. Barkley.
Steamer Dream	Collie Company	Lockwood.
Steamer Secret	Collie Company	I. Davis.
Steamer Druid	Palmetto Company	H. Tilton.
Steamer Emma		Hutchin.
Steamer Raccoon	J. Fraser & Co.	F. M. Harris.
Steamer Banshee	Collie & Co.	Speed.
Steamer Herald	Collie & Co.	Randall.
Steamer Maryland		Combs.
Steamer Fannie		T. Moore.
Steamer Brittanic		Zachison.
Steamer Stonewall Jackson		Peck.
Steamer Thistle		M. Murray.
Steamer Julia	Cobia Company	Swan.
Steamer Gem	Cobia Company	J. Johnson.

Names.	Owners.	Captains.
Steamer Prince Albert		
Steamer Lillian		D. Martin.
Steamer Columbia		Hutchinson.
Steamer Coquette		Coombs.
Steamer Big Scotia		Swan.
Steamer Little Scotia		Swan.
Steamer Little Hattie		
Steamer General Clinch		Murphy.
Steamer Cecile		Carlin.
Steamer Stag		D. Vincent.
Steamer Pearl		
Steamer Florine		
Steamer Stono		
Steamer Nimoo		
Steamer Owl	C. S. G. W.	Maffett.
Steamer Little Ada		
Steamer Jupiter		
Steamer Falcon		
Sailing Ship Emily St. Pierre	J. Fraser & Co.	Wilson.
Bark Echo, known as Jeff Davis	Hall & Co.	Coxetter.
Bark Etiwan	J. Fraser & Co.	J. Stephens.
Brig West Indian		Arnot.
Schooner Beauregard		Hayes.
Schooner Sallie		Lebby.
Schooner E. Waterman		Hawes.
Schooner Savannah	C. S. Privateer.	Baker.
Schooner Dixie		T. Moore.
Schooner Major E. Willis	W. M. Hale.	W. M. Hale.
Schooner Kent	W. M. Hale.	W. M. Hale.
Schooner Ben		
Schooner Palmetto		A. Swasey.
Schooner J. W. Ladson	Mordecai & Co.	Stone.
Schooner Etiwan	I. Hertz & Co.	A. O. Stone.
Sloop Swallow	Adams & Willis.	C. Gould.
Pilot Boat Petrel	Perry and others.	Perry.
Pilot Boat Charleston	Wm. Hone	Wm. Hone.
Pilot Boat Chicora, afterwards Chace		
Pilot Boat Leitch		
Pilot Boat Pride	Street & West	T. Bennett.

Total 67 steamers and 21 sailing vessels—88.

The fate of the large proportion of these vessels may be inferred. Some succumbed to the perils of the deep, some were run ashore and wrecked to avoid capture, some became prizes to the Federal fleet. It will be seen that some of the vessels ran into four different ports, and it may be added that

a number of them made from six to eighteen voyages. It was rare that a craft was captured on her first voyages, and it could be pretty safely figured that she would make two trips and this generally paid for her cost and voyage expenses and left a handsome sum in addition.

Among many daring and successful exploits was that of the steamship *Sumter*, Capt. E. C. Reid, with a cargo, consisting of two Blakely guns, each weighing, with their carriages, &c., thirty-eight tons—these, with two hundred rounds of ammunition, was all she had aboard—the length of the guns necessitated their being loaded in an upright position in the hatchways, for a voyage across the Atlantic, and the steamer at sea had the appearance of having three smoke stacks. Capt. Reid boldly ran her, in broad daylight, through the fleet, into Wilmington, N. C., despite a shower of shot and shell. These two guns were presented to the Confederate government by Messrs. John Fraser & Co. One of these enormous guns was mounted at White Point Garden, and was never near enough to the enemy to be fired. In February, 1865, at the evacuation of the city, it was burst, to prevent its falling into the hands of the Federal army, and this explosion damaged some of the surrounding property. A fragment of this gun, weighing five hundred pounds, is lodged now in the rafters of the roof of Gen. Siegling's residence on East Battery.

The *Margaret and Jessie*, Capt. R. W. Lockwood, was one of the most successful "runners" of the war and paid her owners ten times over. One night in May, 1863, having a very valuable cargo of arms and munitions sadly needed by the Confederacy, she laid a straight course for Charleston. There were five Federal blockaders off the bar and the night was fine. The steamer ran straight in for the fleet, and as soon as her character was known every blockader opened fire. It was estimated that one hundred and fifty shots were fired, some from a distance of less than two hundred feet, and yet strange to say the steamer got into port without having a man wounded. She was struck in five or six places, but with no serious results.

On the 11th of November, of the same year, the *Margaret and Jessie* attempted the same bold dodge at Wilmington. She was here beset by three blockaders, shot through both wheels and hit in a dozen other spots, but managed to turn about and get to sea and lead five Federal vessels a chase of twenty hours before she was compelled to surrender.

The steamer *Hattie*, Capt. H. S. Lebby, was the last runner in or out of Charleston. She was a small vessel, Clyde-built, furnished with powerful engines, and she made more trips than any other vessel engaged in the business. I asked men in Charleston who knew all about her to estimate the value of the cargoes taken out and brought in by this one vessel, and their figures were enormous. On several occasions she brought such munitions of war as the Confederacy was in pressing need of, and at least three battles were fought with munitions for which the Confederates had waited, and which she landed safely in their hands. Plot after plot was formed at Nassau to get hold of the *Hattie*, but none of them were successful. She slipped in and out like a phantom, taking the most desperate risks and being attended by a spirit of good luck quite extraordinary.

The last entrance of the *Hattie* into Charleston occurred one night in February, 1865. The Confederacy was then *in extremis*, and the Federal fleet off Charleston numbered eighteen or twenty sail. It was a starlight night and at an early hour that the *Hattie* crept forward among the fleet. She had been freshly painted a blue white, her fires made no smoke and not a light was permitted to shine on board. With her engines moving slowly, she let the wind drive her forward. There were eight or ten vessels outside the bar, and as many within. Those outside were successfully passed without an alarm being raised. The *Hattie* ran within three hundred feet of two different blockaders without her presence being detected. To the naked eye of the look-outs she must have seemed a haze or mist moving slowly along.

The little steamer was quietly approaching the inner line of blockaders when a sudden fire was opened on her from a

gun-boat not two hundred feet distant, and the air was at the same time filled with rockets to announce the runner's presence. At that time the Federals had the whole of Morris Island, and Fort Sumter had been so battered to pieces that monitors took up their stations almost within pistol-shot of it. As soon as the *Hattie* was discovered she was given all steam and headed straight for the channel. She ran a terrible gauntlet of shot and shell for ten minutes, but escaped untouched. Then came the real peril. Just below Sumter, in the narrowest part of the channel, the *Hattie* encountered two barge loads of men stationed there on picket. Her extraordinary speed saved her from being boarded, but the volleys fired after her wounded two or three men and cut three fingers off the hand of the pilot holding the spokes of the wheel.

Two hundred yards ahead lay a monitor, and she at once opened fire and kept her guns going as long as the *Hattie* could be seen, but not a missile struck. This was marvelous, considering that the steamer ran so close that she could hear the orders given on the monitor.

Charleston was being bombarded, many of the business houses closed, and all could see that the end was drawing near. The *Hattie* was in as much danger lying at the wharf as she would be outside, and a cargo was made up for her as quickly as possible and she was made ready for her last trip. Just before dark the sentinels on Fort Sumter counted twenty-six Federal blockaders off Charleston harbor, and yet the *Hattie* coolly made her preparations to run out. Just before midnight, with a starlight night and a smooth sea, the lucky little craft picked her way through all that fleet without being hailed or a gun fired, and she was lying at Nassau when the news of Lee's surrender was received.

The following gives an idea of the magnitude of the business, and a glimpse at the reckless and wasteful manner of living in those times:

"I never expect to see such flush times again in my life," said the captain of a successful blockader-runner in speaking of Nassau. "Money was almost as plenty as dirt. I have

seen a man toss up twenty dollar gold-pieces on 'head or tail,' and it would be followed by a score of the 'yellow-boys' in five seconds. There were times when the bank vaults would not hold all the gold, and the coins were dumped down by the bushel and guarded by soldiers. Men wagered, gambled, drank and seemed crazy to get rid of their money. I once saw two captains put up five hundred dollars each on the length of a certain porch. Again I saw a wager of eight hundred dollars a side as to how many would be at the dinner table of a certain hotel." The Confederates were paying the English importers and jobbers at Nassau large prices for goods, but these figures of cost were multiplied enormously in the Confederacy. The price of cotton was not increased in the same ratio, and this large difference in values between imports and exports gave the enormous profits, which induced these ventures. Ten dollars invested in quinine in Nassau would bring from four hundred dollars to six hundred dollars in Charleston. It was come easy go easy.

As an item of curiosity, indicating the prices of imported goods in Confederate currency, I copy the following bill of purchases from a blockading company:

Major E. Willis:

To HENRY COBIA & CO., Dr.

1863.		
October 15.	For 1 Box (K) containing 400 doz. Coates' Spool Cotton, @ $12½ per doz.	$ 5,000.00
"	17 Rolls Sole Leather, H. E., W'g 3204 lbs., @ $9¼ per lb.	29,637.00
"	5 Rolls Sole Leather, H(W)C, W'g 575½ lbs., @ $9¼ per lb.	5,323.37
"	4 Cases Foolscap Paper, H(W)C, 50 reams each—200 reams, @ $72	14,400.00
"	1 Case Yellow Envelopes (HF) No. 46, 100 M. Envelopes, @ $40	4,000.00
"	3 Cases Steel Pens, H(W)C, No. 405, 507, 500 gross each—1500 gross, @ $8.50	12,750.00
"	6 Gross in case, 18 Handles, @ $35	630.00
"	40 Doz. Spades (W), @ $180 per doz.	7,200.00
		$78,940.37

THE POST BELLUM PERIOD.

1865–77. In April, 1865, the war which for more than four years had been waged with such fierce contention between the seceding States and the States which insisted on the maintenance of the Union, was ended. And Appomattox, in Virginia, as the place where the war ended, will be in all times as memorable as Sumter, in the harbor of Charleston, where it began. But what must follow the end of the war; what must be the solution of that great problem which was then developed; who could tell? The issue involved in that war had been decided adversely to the seceding States: but the decision had established other matters, and these of the gravest kind. Four millions of those who had been held in servitude were at once declared free. The Constitution of the United States had been amended, and in the fourteenth Article declared that "All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside." To make this comprehensive declaration of citizenship effectual, it was necessary to protect it. And, therefore, it was declared that "No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States." To this was added the further declaration that no State shall "deprive any person of life, liberty or property, without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws." The Thirteenth Amendment had provided that "neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction." How far these amendments which, as has been said, made a "complete change of organic law," could be made, and be freed from exception because of a want of conformity with the provisions of the Constitution, the Congress of the United States proceeded, and successfully, to remedy by the Act of 2d March, 1869: which in the preamble recited

that "no legal State government or adequate protection for life or property now exists in the rebel States;" and that "peace and good order should be enforced in said States, until loyal and republican State governments can be legally established." To this end the "said rebel States" were divided into "military districts, and made subject to the military authority of the United States." And this was to be the "law of the land," until "the people of any one of the said rebel States shall have formed a constitution of government in conformity with the Constitution of the United States in all respects, framed by a convention of delegates elected by the male citizens of said State twenty-one years old and upwards, of whatever race, color or previous condition: who have been residents in said State for one year previous to the day of such election." This should continue until the people of the "said rebel States" shall be by law admitted to representation in Congress. "Any civil government which may exist therein shall be deemed provisional only, and in all respects subject to the paramount authority of the United States at any time to abolish, modify, control or supersede the same." When the "said rebel States," by convention called in the manner prescribed, shall have adopted a constitution and the Fourteenth Amendment, and that had become part of the Constitution of the United States, then the senators and representatives shall be admitted to Congress on "their taking the oath prescribed by law."

Under the operation of this Act of Congress, and others supplementary thereof, a convention was held in the City of Charleston; which framed the constitution now of force and known as the Constitution of 1868; and having been submitted to and approved by Congress, the State became entitled to its representation in Congress.

In this rapid narrative of Federal legislation, it is not at all within the limits or the purpose of this paper, to make on it comment of any kind. It is in what has been, and in what will be said, a narrative of events, a statement of facts. With the close of actual hostilities and the suspension of

law in the States, except so far as was permitted by the military authority of the United States, a Provisional Governor was appointed by President Johnson, the Courts were opened, the Judges then in commission proceeded as well as they could to discharge their functions; and to the time when officers of the State and general government were elected under the Constitution of 1868, the internal State government was subject to the military authority of the United States. To speak of a civil government as so administered, is, of course, in itself a contradiction. It was aptly declared, "subject to the paramount authority of the United States." And if during its continuance, there were either no, or few if any, cases of oppression and wrong, it must be rather referred to the temper of those who were delegated to exercise the power, than any limitation of its extent, to any point short of the will of any one, to whom it had been given.

But in 1868 there was inaugurated a new condition in the State; the like of which no one could have anticipated, certainly not to the extent to which it was carried: and most certainly the like of which can be never, under any circumstances, again presented.

"The oath prescribed by law," disfranchised almost the entire white population of the State, excepting such as by an Act of Congress had their disability removed. The opportunity for plunder was eagerly seized by a horde of the most unscrupulous adventurers who have ever been known in this or any other State. Availing themselves of the circumstances as then existing, these "ill-omened birds of prey" addressed themselves at once to the prejudices which were easily, perhaps naturally, excited with that portion of the population who had been recently emancipated: and by cunningly devised falsehoods and artful misrepresentations of the temper and inclination of the white population of the State, endeavored to excite such an enduring hostility as would make the two classes committed to a position at war with the peace and welfare of both. And it was under the influence of such feelings by the votes of those whom they

kissed only to betray, that they became possessed of that power in the State government; by the exercise of which they proceeded in their career of plunder and rapine to an extent that beggars description, and when told almost taxes belief.

Such a career ever works its own overthrow. For eight long years the State labored under this, the most grievous yoke that could be imposed. The revelations of the wrongs done to all at length reached even those who had been the victims of the cupidity of others in whom they confided: and the people of the State rose in an united and mighty effort for their deliverance. The effort was successful, and the year 1876, in which this great end was accomplished, will ever be well remembered in the history of this State.

CHARLESTON'S WELCOME TO GOVERNOR HAMPTON.

18th April, 1877. But as lasting as will be the recollection of the year in which our State was restored to those to whom it rightfully belonged, so will be the remembrance in Charleston of that public reception which she accorded to the distinguished citizen under whose wise guidance the redemption of the State had been accomplished.

In the dark hour which preceded the dawn he had conducted all classes to the full light of day, and had inspired all with confidence in his sense of what was right and just, and so long as the people of the State rejoice in their rights, as restored to them in 1876, the name of Wade Hampton will be cherished by them.

Here, in this city of his birth, his public reception and welcome as Governor will be remembered as a red letter day, and pass into our local annals to be referred to through all time with the public greetings extended to Washington, Monroe, Lafayette and the other distinguished visitors to our city in the century.

Nearly one hundred years before, Gov. Mathews accompanied by Gens. Moultrie, Horry, and others, entered our city on a memorable occasion, the day on which the evacu-

ation by the British took place; as we read of the thoroughfares crowded with people, balconies, doors and windows filled with the patriotic fair, the aged and the young, waving friendly salutations, tendering congratulations, shedding tears of joy at their liberation from foreign rule; so on the ever memorable 18th April, 1877, Charleston's whole population was abroad, and with hearts throbbing with grateful pride gave public expression to their feelings at their escape from ignorant and corrupt rule, and sympathetic emotion for their great leader.

"Men had planned and labored for a grand ovation, youths had given themselves up to military enthusiasm, fair women had worked with eager fingers day and night, children had danced with eager glee, and even tottering infants lisped 'Hooyah f'r Ampton!'" and the result was that never in the history of Charleston had there been a more universal public demonstration of joy, nor had any citizen ever received a more gratifying public greeting. In short, as Charleston with every attention that hospitality, public and private, could devise, had welcomed Washington in the olden time, so with the same deep and glad expressions of popular enthusiasm they greeted Hampton who had liberated them in the new time.

CONCLUSION.

To an extent too great, I fear, for your patience, and an incompleteness that is only too evident, when it is measured with my theme, I have outlined some of many topics, all of which fully developed and written would make up an instructive and glowing history of our city. In conclusion let me add a few thoughts suggested by the topic—"the sources of population."

The record shows that this city's life-blood rose in the veins of the best race stocks of the modern world. Those peoples and races who have made this civilization, and are

now still leading and still developing this new era in the world's history, have here their representatives in lineage, and they are the dominant and controlling forces in our midst. Their bone and flesh and blood are here; their mind and heart and will are here also. This community is moulded together of component race elements which, in their combined results, form a strong enduring active power in political and civil life standing for the highest, and working for the best things. Thus it is, that whenever the life, the loyalty, the honor or safety of the city has been threatened, through the fire and storm of war, and the more desperate and fearful trial of anarchial peace, not only has high and grand struggle been made, but even in seeming defeat the conservative forces have survived all possible disaster, and new life has sprung up, on the very scene of ruin, a witness to the heritage of moral manhood and mental dominion, enduring in her sons, and the unquenchable faith and courage and heroism of her leaders.

In the first years, when small in numbers, the early settlers stood successfully against the Indian and the Spaniard. Fifty years after the first landing they bravely threw off the government of the Proprietors and became a Colony of the Crown of England. A half century later, Lossing says:

"While the people of New England were murmuring because of writs of assistance and other grievances, the Carolinians were not indifferent listeners, especially those upon the seaboard; and before the Stamp Act lighted the flame of general indignation in America, leading men in South Carolina were freely discussing the rights and privileges of each Colony, and saw in day dreams a mighty empire stretched along the Atlantic coast from Penobscot to the St. Johns. * * When intelligence of the Stamp Act came over the sea, the Assembly of South Carolina did not wait to consult the opinions of those of other Colonies, but immediately passed a series of condemnatory resolves."

The closing of the port of Boston, by Act of Parliament, on the 1st of January, 1774, aroused the indignation and sympathy of the South Carolinians, and substantial aid was

freely sent to the suffering inhabitants of that city. When the proposition for a General Congress went forth, the affirmative voice of South Carolina was among the first heard in response. They effectually resisted the Stamp Act, when three companies of city infantry, under Marion, Pinckney and Elliott, marched to Lamboll's Bridge, embarked for James Island, surprised and captured Fort Johnson, and caused the stamp-paper to be reshipped to England. They resisted the three-penny tax on tea, by throwing the tea overboard *without disguise*, and that which had been landed and stored went to slow decay through long years of neglect, *but was never drank.*

"During the struggle for independence, South Carolina was given up to plunder and bloodshed; the war here was marked by a degree of barbarity which had no parallel in the Eastern or Middle States, except in the small plundering expeditions in the neighborhood of New York. Prevost's soldiers carried on this barbarous style of warfare, and the marks of their plundering were visible in every house on the islands they had occupied near Charleston."

The prison ship and the crowded fever-stricken dungeon did not suppress the spirit of liberty in this city, nor did the victor's torch effect any change in the surrounding country.

In the closing years of the last century, when the Federal government was without money and without credit, our citizens, headed by Crafts, Morris, Tunno, Cross, Gilchrist, Hazlehurst, Russell, and many other merchants, advanced over one hundred thousand dollars in cash, and Messrs. Pritchard and Marsh, representative Charleston mechanics, built the sloop-of-war *John Adams* for the defence of the Union. The Non-Intercourse and Embargo Acts were observed with the strictest fidelity here, though the community was equally divided on this issue, which brought desolation to nearly all our homes, while elsewhere plenty was enjoyed by violating the law.

War was declared against Great Britain in Washington on the 18th June, 1812. On the 24th August, Governor Middleton, of South Carolina, reported to an extra session

of the Legislature that the State's quota of five thousand troops had been organized with expedition, and was composed principally of volunteers. In many cases the draft was resorted to, only to decide who should be accepted as part of the quota, in some instances officers who could not obtain commands volunteered as privates.

On the 22d December, 1814, Governor D. R. Williams notified the Secretary of the Treasury that the Legislature, having been informed the day before that the Federal officers in this State were without money, had that evening placed the amount necessary, two hundred and sixty thousand dollars, to their credit in the Bank of South Carolina, that being the State's estimated proportion of the direct tax about to be laid by Congress.

As in the war of 1812–15 so in the Mexican war, the men of Charleston were not wanting in duty to flag and to country; of the ninety-six Charleston volunteers who landed at Vera Cruz, less than forty entered the Halls of the Montezumas six months after. In more recent years, "in obedience to a sentiment of honor and the call of duty, and in pledge of their sincerity," thousands from Charleston went forth to do the bidding of South Carolina, and hundreds "made the last human sacrifice and laid down their lives on the battle-fields of the Confederacy." And in the defence of this city, against the gigantic efforts made to capture it, what a record of heroism, of patient endurance for four desolating years, does Charleston present! Amid the ruins of Fort Sumter men stood for many months with only rifles in their hands, with the arsenals and heavy ordnance of the world in use by the besiegers—on the Islands every foot of barren sand was contested, and when before overwhelming numbers, and the heaviest guns by sea and land, and then not until the picks and spades of the Miners and Sappers had penetrated into the walls of Battery Wagner* was Morris Island given up; what is the testimony of

*Battery Wagner.—About one thousand yards Southeast of Cummings' Point, an earth-work was projected in September, 1862, as an outpost of Fort Sumter, under the direction of Capt. Langdon Cheves, Confederate States En-

the victorious general, whose military skill, persistency and unlimited resources, in men and material, had achieved its possession? General Gilmore says of this *fort of sand:* "Fort Wagner was found to be a work of the most formidable character—far more so, indeed, than the most exaggerated statements of prisoners and deserters had led us to expect. Its bomb-proof shelter, capable of containing fifteen hundred or sixteen hundred men, remained perfectly intact, after one of the most severe bombardments to which any earth-work was ever exposed."

All around the circuit of our city are historic places—for four years, Sullivan's Island, Morris Island, James Island and Fort Sumter were reverberating with the roar of heavy cannon, and the historian when he comes to write of our memorable defence will exclaim—

> "Never on earthly anvil
> Did such rare armour gleam."

As comes the bourgeoning of the tree from the secret force that fills its veins, so must it ever be with us of Charleston as long as the life-blood that flowed in the veins of those gone before continues to warm the heart of the city we so love and cherish and guard. Such relation to a

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gineer. The original plan covered the width of the Island from high water to high water, enclosing an acre and a half of ground. Three hundred yards in front of the work a canal was to have been cut, and the action of the sea was expected to make it too deep for fording, and, certainly, would prevent approach by sap and mine; the canal was never cut, and the fort was at last taken by regular approach. Negro labor was first used in its construction, but these were finally withdrawn by owners on account of exposure to the enemy. These were succeeded by the Gist Guard Artillery and Matthews' Artillery, who, while they worked, were many times under fire. It was scarcely completed when the bombardment and attack commenced July 10th, 1863, at which time its armament consisted of one rifled and banded 32-pounder, five smooth bore 32-pounders on siege carriages, one 8-inch columbiad and one 10-inch columbiad, and two brass howitzers. Connected with the work was a bomb-proof shelter capable of protecting an infantry garrison of six hundred men, also secure magazines. The two companies already named, under Capt. J. R. Matthews and Lieut. R. C. Gilchrist, formed during the siege from 10th July to 7th September, with brief intervals of relief, the regular artillery garrison—Capt. C. E. Chichester acting as Chief of Artillery.

past ennobles this transient and vanishing life; such a power of influence on the future is the supremest terrestial privilege.

In a spirit worthy of such memories, let us as citizens consecrate ourselves to those further duties which wait to be fulfilled, and so discharge them that, as the years roll by, our city may expand to higher honors and a larger usefulness. With memories of the joys and sorrows of an eventful past, standing on the threshold of a new century, with hope elate and purpose high, join me in saying with the poet:

"Oh! checkered train of years farewell,
With all thy strifes and hopes and fears,
But with us let thy memories dwell,
To warm and teach the coming years.

And thou, the new beginning age,
Warned by the past, and not in vain,
Write on a fairer, whiter page,
The record of thy happier reign."

PROCEEDINGS OF THE CITY COUNCIL.

At a regular meeting of the City Council, held on September 11th, 1883, Alderman Dingle, chairman of the special committee on the Centennial, submitted the following resolutions, which were unanimously adopted:

Resolved, That the thanks of the City Council are due and hereby tendered to the Rev. John Johnson, Rector of St. Philip's Church, for his services as chaplain of the day on the recent Centennial occasion.

Resolved, That the thanks of the City Council are due and hereby tendered to Middleton Michel, M. D., for his acceptable reading of the Centennial Odes at the recent celebration.

Resolved, That the City Council of Charleston request that Mr. Paul H. Hayne, the poet-son, son of our city, accept their sincere congratulations and heartfelt thanks for the high tribute of his genius to the celebration of the City's Centennial, and that a Centennial Medal of gold, suitably mounted and inscribed, be prepared for him as a token of their regard and esteem.

Filled with fervent love of her and her past, and hopeful of her brightly dawning future, painting her sore trials, her dire distress, her grand struggles and grander triumphs, and in the inspiring words of his mission and his art, as a teacher of his fellow-man, summoning us, as he cheers us, to a larger destiny, his words have come to us as the awakening of mighty memory and the vision of brave hopes realized.

We thank him fervently for his auspicious greeting, for the truth, the gladness, the majesty and power of his noble ode.

Whereas, through the good offices of the Hon. A. Loudon Snowden, director of the United States Mint, at Philadelphia, the City Council of Charleston has been able to add to the commemoration of their recent Centennial celebration a beautiful medal in the highest style of numismatic art,

Resolved, That the thanks of the City Council are eminently due and are hereby tendered to Mr. Snowden for this very acceptable service, which is highly appreciated.

Resolved, That the thanks of the City Council are due and hereby tendered to Mrs. Mary M. Hutson for the kindly loan at the recent Centennial celebration of the portrait of Chancellor Richard Hutson, the first Intendant of the city.

Resolved, That the thanks of the City Council are due and are hereby tendered to the officers and members of the German Artillery and the Lafayette Artillery for their prompt response to our request to fire the Centennial salute of one hundred guns on the occasion of the recent celebration, and that a copy of this resolution, suitably engrossed, be prepared and forwarded to Captain Wagener and Captain Mantoue.

So ordered.

Alderman Dingle then moved that the Mayor be requested to vacate the chair. Adopted.

On motion Alderman Sweegan was asked to preside.

Alderman Dingle then presented the following resolutions:

Whereas, on the occasion of the Centennial celebration of our city, his Honor the Mayor presented to the City of Charleston a marble bust of James L. Petigru, now adorning this chamber, the satisfying and noble product of the genius and faithful labor of the sculptor Harnisch:

And, whereas, this tribute of perpetual commemoration of our city's great jurist, orator and fearless citizen is the worthiest homage we can pay to the illustrious dead, as well as the truest and wisest lesson we can teach to the living,

Be it resolved, That the City Council, in behalf of the citizens of Charleston, in accepting this munificent gift, recalling in its vivid power so truly the great

man who is gone, extend their heartiest thanks to his Honor the Mayor both for the generous thought that prompted this enduring testimonial to his fellow-citizens, and also for the high and instructive way he has so happily chosen to mark by so eloquent a gift his thought of and his feeling for his people.

Unanimously adopted.

Alderman Dingle then presented the accompanying resolutions:

Whereas, in fulfilling the request of this body to deliver the oration upon the Centennial of the City of Charleston his Honor the Mayor has reviewed most faithfully, instructively and eloquently the history of this city from its earliest settlement, and amid the duties of an active administration has, in marked zeal and industry, found time to examine into the sources of our history and the progress of our civic life, and in his vivid outlines revealing and suggesting the wider fields for and the larger results of the study, the writing and the preservation of her municipal past, be it

Resolved, That the City Council of Charleston would express their heartfelt gratification at this most valuable and instructive address, and that they join with his Honor the Mayor in the hope that the history of this city may soon be rescued, fully written and thus preserved for ourselves and posterity.

Resolved, That his Honor the Mayor be requested to furnish a copy of his Centennial address, unabridged, for publication.

Unanimously adopted.

Alderman A. Johnson offered the following resolution:

Resolved, That a Centennial Medal in gold, suitably mounted and inscribed, be presented to his Honor the Mayor, as an acknowledgment from the City Council for his Centennial address.

Unanimously adopted.

Mayor Courtenay was then escorted to the hall by Aldermen Rodgers and Barkley, who had been appointed a committee for that purpose, and the resolutions were communicated to him by the acting Mayor.

The Mayor, who was visibly affected during the reading of the resolutions, spoke as follows:

Gentlemen of Council—The service that I have been able to render in preparing the address on the occasion of the Centennial was congenial to me,

as I have for many years taken a great interest in this attractive subject, and I only trust it will be the means of leading to a more thorough research and to the preparation and perpetuation of our corporate history.

In presenting the bust of James L. Petigru to the city, it is proper that I should say that when I ordered it I had intended to make its presentation the occasion of announcing to you that I desired to retire from the mayoralty at the end of my term, in December. I wished at the same time to celebrate in a permanent form the virtues of a prominent citizen, who, although for many years in a minority, was ever appreciated by his fellow-citizens, and has left us the record of a long life of honor and patriotism. I hardly know how to thank you, gentlemen of Council, for your uniform kindness to me during all these long years we have served together. We have had differences of opinion, it is true, but I am happy to state that our personal relations have been and are of the most pleasant character. For this expression of kind feeling I beg, in all sincerity, to express my warmest thanks.

At the regular meeting of the City Council, held on the evening of October 16th, 1883, the following letters were read and received as information:

"COPSE HALL," GEORGIA,
October 15th, 1883.

To the Honorable the Mayor and City Council of Charleston, S. C.:

GENTLEMEN—I acknowledge the receipt of your "Resolutions" of the 13th inst., in relation to my "Centennial Poem"—"Resolutions," the earnest feeling and eloquence of which have profoundly moved me!

Accept, at the same time, my appreciative thanks for the superb gold medal accompanying them.

As a token of regard from my native place I must *always* value it, associating its purity and brightness with the pure lustre of many memories—memories of boyhood, and youth, and early manhood indissolubly connected with our "fair City by the Sea."

Nor can I ever forget the gracious manner in which it has been presented! *Not* in vain, then, has your Poet toiled, and sometimes, in exile, suffered!

The hope grows strong within him that when this hand is dust he may yet survive (so long as God willeth) in the hearts of his fellow-citizens.

Virgil half mournfully, half ironically inquires, "*Cineres credis curare sepultos?*"

At all events, to a man while living, hope of some fragrant *post-mortem* remembrance, especially in the place of one's birth, is beyond measure, consoling!

I am, gentlemen, gratefully and respectfully yours,

PAUL HAMILTON HAYNE.

The Mayor stated that he desired to return his acknowledgment for the medal presented to him.

MINT OF THE UNITED STATES, AT PHILADELPHIA, PA.,
SUPERINTENDENT'S OFFICE,
October 15th, 1883.

MY DEAR SIR—I have to acknowledge, through your courtesy, the receipt of a beautifully-engrossed copy of resolutions adopted by the Council of the City of Charleston, expressing thanks for services rendered by me in connection with your Centennial celebration.

I am honored by the action of your city authorities, and, in expressing my thanks for the same, can only regret that my services were not of a more important character.

I beg you will convey to his Honor the Mayor and to the members of the Council my high appreciation of the honor conferred upon me.

Trusting that your beautiful city may continue to make progress in all that appertains to the happiness of her people, the honor of her name and the welfare of our common country.

I am, very respectfully, your obedient servant,

A. LOUDON SNOWDEN.

G. W. DINGLE, Esq., 61 Broad Street, Charleston, S. C.

Council then adjourned.

W. W. SIMONS,
Clerk of Council.

THE CENTENNIAL MEDAL.

The City Council of Charleston arranged with Mr. Snowden, the courteous and obliging director of the United States Mint at Philadelphia, for a memorial medal; its size and inscription are fully illustrated at page 2. The issue comprises two in gold, twenty-one in silver (for the Aldermen serving at that time) and two hundred in bronze—total, two hundred and twenty-three.

The medals were mounted in handsome morocco cases, and copies in bronze were presented to Gov. H. S. Thompson, Lieut.-Gov. J. C. Shepherd, Mr. Speaker James Simons, and Attorney-General Ch. Richardson Miles, who represent-

ed the State at the ceremonies—to ex-Mayors T. L. Hutchinson, W. Porcher Miles, P. C. Gaillard, G. I. Cunningham, and W. W. Sale—to Mrs. Hannah Enston, Mrs. John A. Wagener; W. Noel Sainsbury, Record Office, London; John Stolle Artist, of Dresden; Ed. V. Valentine, Sculptor, Richmond, Va.; Rev. John Johnson, Chaplain of the day; Middleton Michel, M. D., Reader; to Recorder Pringle and the officers of the City Court; to the Commissioners of the Public Institutions of the City, and the chief City Officials. The two gold medals were voted by special resolve of the City Council, to the Poet and Orator of the day. Quite a number of bronze medals were subscribed and paid for by private citizens, in and out of the city. The dies, which are very fine specimens of numismatic art, remain for safe keeping at the United States Mint, Philadelphia.

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